

# PUBLIC MEETING SUMMARY DOCUMENT

## HENRY COUNTY NEW BRIDGE UPDATE MEETING (HEN-NEW BRIDGE PID-22984) PREFERRED ALTERNATIVE FOR NEW RIVER CROSSING



DECEMBER 16, 2013 PUBLIC MEETING

PREPARED FOR:  
**HENRY COUNTY TRANSPORTATION IMPROVEMENT DISTRICT (TID)**  
660 NORTH PERRY STREET  
NAPOLEON, OH 43545



## EXECUTIVE SUMMARY

### Purpose of Public Meeting Summary Document

The intent of this summary document is to provide a quick reference for the meeting materials and comments/responses that were a result of the public involvement meeting that was held on Monday December 16, 2013. The public meeting was held to update the general public on the Henry County New Bridge Project and the selected Preferred Alternative for the new Maumee River Crossing.

The following sections of this report include the materials associated with the meeting and comments/responses:

1. Public Meeting Notice
2. Press Release for Public Meeting
3. Distribution & Postings of Meeting Notice
4. Sign-In Sheets
5. Summary of Comments & Dispositions
6. Copies of Comment Sheets Received
7. Photographs of Meeting
8. Public Meeting Handout & Comment Sheet
9. Public Meeting Formal Presentation
10. Public Meeting Open House Exhibits
11. Media Coverage/Articles

The public meeting was held on Monday December 16, 2013 by the Henry County Engineer's Office and Henry County Transportation Improvement District (TID) in the City of Napoleon, Ohio. Specific details of the meeting date, time frames, and location were:

**DATE:**

Monday December 16, 2013

**TIME:**

4:00PM - 6:00PM (Formal presentation from 5-5:30PM, remainder of meeting periods are Open House format)

**PLACE:**

Henry County Emergency Management Agency located at 1847 Oakwood Avenue in Napoleon, Ohio 43545 (within the Henry County Office Complex)

Approximately 20 people participated in the public meeting with 18 officially signing the attendance sheets. A total of one (1) comment sheet was submitted at the meeting with no others being mailed in during the two week comment period. There were a couple of verbal comments at the meeting which are provided in this summary document. There was no controversy brought to the attention of the staff neither by attendees nor in the comments. The three issues that were discussed included:

- Impacts of new river crossing on the existing Towpath Trail and how the trail will be accommodated;
- Noise impacts to surrounding residential properties;
- Driveway access impacts of adjacent property owners and how their access will be accommodated.

The comments section of this summary document provides details on how comments were addressed.

TABLE OF CONTENTS

<u>SECTION:</u>	<u>PAGE NO.:</u>
EXECUTIVE SUMMARY .....	ES-1
1.0 PUBLIC MEETING NOTICE.....	1-1
2.0 PRESS RELEASE FOR PUBLIC MEETING.....	2-1
3.0 DISTRIBUTION & POSTINGS OF MEETING NOTICE.....	3-1
4.0 SIGN-IN SHEETS .....	4-1
5.0 SUMMARY OF COMMENTS & DISPOSITIONS .....	5-1
5.1 Submitted Comments.....	5-1
5.2 Verbal Comments Noted at Meeting .....	5-1
6.0 COPIES OF COMMENT SHEETS RECEIVED .....	6-1
7.0 PHOTOGRAPHS OF MEETING.....	7-1
8.0 PUBLIC MEETING HANDOUT & COMMENT SHEET .....	8-1
9.0 PUBLIC MEETING FORMAL PRESENTATION.....	9-1
10.0 PUBLIC MEETING OPEN HOUSE EXHIBITS.....	10-1
11.0 MEDIA COVERAGE/ARTICLES .....	11-1

## 1.0 PUBLIC MEETING NOTICE

The Henry County Engineer's Office/Transportation Improvement District (TID) coordinated the announcement and notifications of the public meeting that was held on December 16, 2013. The letter below was advertised in the local newspaper (*Northwest Signal*) and was emailed to key local businesses and properties in the vicinity of the project.

### **NOTICE OF PUBLIC MEETING**

The Henry County Engineer's Office will be having a public information meeting for the Henry County New Maumee River Crossing project. The meeting is being held on Monday December 16, 2013 from 4:00-6:00PM at the Henry County Emergency Management Agency located at 1847 Oakwood Avenue in Napoleon, Ohio 43545 (within the Henry County Office Complex).

The meeting will be an Open House format from 4-5PM; with a Formal Presentation from 5-5:30PM; followed by an additional Open House format from 5:30-6PM where attendees can visit with project staff at various stations to ask specific questions and to also provide input on comment sheets that can be submitted.

This notice is to advise the public in advance of a meeting that has been scheduled in an effort to provide ongoing information about this project. Specifically, we will be providing an update on the project. The purpose of this meeting is provide information on the Recommended Preferred Alternative for a proposed new bridge crossing the Maumee River near Napoleon, Ohio. Information from a recent Feasibility Study will be presented, as well as preliminary information used to select the preferred alternative, along with an anticipated schedule for the project.

Should you have any questions prior to the meeting, please contact:

Patrick M. McColley, P.E.  
Henry County Engineer's Office  
Email: [pmccolley@henrycountyengineer.com](mailto:pmccolley@henrycountyengineer.com)  
Office: (419) 592-2976



## 2.0 PRESS RELEASE FOR PUBLIC MEETING

A public notice was advertised in the *Northwest Signal* (local newspaper) on Monday December 2, 2013 on page 15 within the Classifieds as a public notice. This advertisement of the meeting was published two weeks in advance of the December 16, 2013 meeting. An image of the actual notice from the newspaper is shown below.

**NOTICE OF PUBLIC MEETING**

The Henry County Transportation Improvement District will be hosting a public information meeting for the Henry County New Maumee River Crossing project. The meeting is being held on Monday December 16, 2013 from 4:00-6:00PM at the Henry County Emergency Management Agency located at 1847 Oakwood Avenue in Napoleon, Ohio 43545 (within the Henry County Office Complex).

The meeting will be an Open House format from 4-5PM; with a Formal Presentation from 5-5:30PM; followed by an additional Open House format from 5:30-6PM where attendees can visit with project staff at various stations to ask specific questions and to also provide input on comment sheets that can be submitted.

This notice is to advise the public in advance of a meeting that has been scheduled in an effort to provide ongoing information about this project. Specifically, we will be providing an update on the project. The purpose of this meeting is to provide information on the Recommended Preferred Alternative for a proposed new bridge crossing the Maumee River near Napoleon, Ohio. Information from a recent Feasibility Study will be presented, as well as preliminary information used to select the preferred alternative, along with an anticipated schedule for the project.

Should you have any questions or comments prior to the meeting, please contact:

**Patrick M. McColley, P.E.**  
Henry County Engineer's Office  
Email: pmccolley@henrycountyengineer.com  
Office: (419) 592-2976

### 3.0 DISTRIBUTION & POSTINGS OF MEETING NOTICE

The notice of the public meeting was advertised in the local newspaper (*Northwest Signal*) as displayed previously. In addition to the advertisement, a press release notice of the meeting was also provided to the following media:

- *Crescent-News* (local newspaper in Defiance, Ohio);
- WNDH radio station;
- WTOL (Toledo TV station that covers local NW Ohio news);
- Ohio Department of Transportation (ODOT);
- Local government departments and offices;
- Key local properties/businesses that could be impacted by the project;
- Meeting notice was posted on Henry County's *Facebook* home page timeline (see screen capture below)

The screenshot shows a Facebook page for Henry County, Ohio. The main post, dated November 27, 2013, contains the following text:

The Henry County Engineer's Office will be having a public information meeting for the Henry County New Maumee River Crossing project. The meeting is being held on Monday December 16, 2013 from 4:00-6:00PM at the Henry County Emergency Management Agency located at 1847 Oakwood Avenue in Napoleon, Ohio 43545 (within the Henry County Office Complex).

The meeting will be an Open House format from 4-5PM; with a Formal Presentation from 5-5:30PM; followed by an additional Open House format from 5:30-6PM where attendees can visit with project staff at various stations to ask specific questions and to also provide input on comment sheets that can be submitted.

The post also includes a link to a weather alert: [http://m.weather.com/severe\\_weather/alert\\_details/43545?phenomena=SV&significance=W&areaid=OHC069&office=KIWX&etn=0123](http://m.weather.com/severe_weather/alert_details/43545?phenomena=SV&significance=W&areaid=OHC069&office=KIWX&etn=0123). Below the link is a snippet from The Weather Channel website:

**The Weather Channel**  
m.weather.com

\* SEVERE THUNDERSTORM WARNING FOR...  
SOUTHEASTERN DEFIANCE COUNTY IN  
NORTHWEST OHIO... HENRY COUNTY IN  
NORTHWEST OHIO... EASTERN PAULDING COUNTY

#### 4.0 SIGN-IN SHEETS

A copy of the sign-in sheet for the public meeting is provided on the following page. There were approximately 20 attendees at the meeting, with 18 of them that officially signed in on the attendance sheet.





**HEN-New Bridge (PID-22984) Update Meeting for Preferred Alternative – Sign-In Sheet**  
 December 16, 2013 (4:00 PM to 6:00 PM) Henry County Emergency Management Agency, 1847 Oakwood Avenue, Napoleon, Ohio 43545

Name (Please Print)	Title or Representing	Address (Optional)	Phone (Opt.)	Email (Opt.)
Todd Rettig	Rettig Trucking	12-484 S.R. 110, Napoleon	419-439-0776	Todd_Rettig@yahoo.com
Randy Puckett	Campbell Soup	S.R. 110	419-599-6631	Randy-puckett@campbellsoup.com
MARIEY CROSSLAND	CITY OF NAPOLEON	255 W. RIVERVIEW, NAPOLEON	419-592-4010	
TOO HAVENSTEIN		1005 E RIVERVIEW	419-360-4192	RIJERMAN@TOAST.NET
5 Kevin Garringer	Auditor			
GLENDA A. MILLER	Commissioner			
Matt Ohlrich		501 Fillmore St	419-552-1509	
Kacey Smith	ODOT D2		419-373-4319	kacey.smith@dot.state.oh.us
Paty Hartman		968 E Riverview		
10 Jen Lorenby	Northwest Signal	595 E. Riverview Ave.	419-592-5055	jen@northwestsignal.net
Bethony Rayle	The Crescent-News	624 W. Second St.	419-784-5441	rayle@crescent-news.com
PATRICK ETCHIE	MANNIK & SMITH GROUP	1800 INDIAN WOOD CIRCLE	419-891-2222	petchie@manniksmithgroup.com
Tom Von Deylen	Commissioner			
Joseph S. Krueger	Henry County Park District	16363 Cold Rd Q1 Napoleon	419-599-1224	jkvuerger@brijt.net
15 Tim Schumm	Henry County Engineer			
Steve Huddle		N345 Co. Rd. 12, Napoleon, OH	419-592-8118	
RICHARD BERTZ	THE MANNIK & SMITH GROUP	1800 INDIAN WOOD CIRCLE	419-891-2222	rbertz@manniksmithgroup.com
PATRICK McCOLLEY	HENRY Co. ENGINEER			

5.0 SUMMARY OF COMMENTS & DISPOSITIONS

5.1 Submitted Comments

A total of one (1) comment sheet was officially submitted for the public meeting. A summary of the comment and the response provided back to the submitter is shown below. The comment period following the meeting was for a two week period.

Summary of Comments Submitted & Dispositions				
Name	Phone	Address	Comments	Comment Disposition
Joseph Krueger	(419) 599-1224	Henry Co. Park District jkrueger@bright.net	1 Concern about disrupting the Towpath Trail. The Towpath Trail is a County Trail (Miami & Erie Towpath Trail), a State Trail (Buckeye Trail), and a National Trail (North Country National Scenic Trail). Would like to see some way to maintain the trail or somewhat reroute the trail towards the river and under the bridge/road to not have to cross at-grade.	<u>Response to comment via email:</u> Dear Mr. Krueger, I would like to thank you for your comment submitted at the Henry County New Bridge Update Meeting that was held back on December 16, 2013 at the Henry County Emergency Management Facility. Your comment in regards to having the preference to maintain the Towpath Trail as not having to cross through the new roadway/bridge facility via at-grade, but instead to reroute the trail under the bridge or closer to the river has been officially documented as part of the design process. Your comment will be taken into consideration as the project moves more into the design process. I have attached a scanned copy of your comment in case you wanted a copy of it for your files or to refresh your memory. Again, thank you for attending the meeting and submitting a comment about the Towpath Trail, it is greatly appreciated. If you should have any questions in the future, please feel free to contact either the Henry County Engineer's Office or myself.

5.2 Verbal Comments Noted at Meeting

The exhibit below shows a summary of several comments that were noted at the meeting by the staff attending the meeting. A summary of the comment is provided, along with the responses provided.

Verbal Comments Noted at Meeting	
1	<b>Comment:</b> Several residents concerned about added noise from increased truck traffic. <b>Response</b> by staff was that the next phase of the project will conduct noise studies to determine increased noise impacts and possible mitigations if found to be an issue.
2	<b>Comment:</b> One resident near the proposed new bridge crossing was asking how his drive access would be impacted. <b>Response</b> by staff was that the upcoming detailed design phase would determine alignments and impacts to any existing access points and how they would be accommodated in the project.

6.0 COPIES OF COMMENT SHEETS RECEIVED

A copy of the one (1) public comment that was received is found on the following page.





**Public Meeting**  
**Henry Co. New Bridge (PID-22984) Update Meeting**  
**Preferred Alternative for New Maumee River Crossing**  
**Monday December 16, 2013 (4:00 PM to 6:00 PM)**

**COMMENTS FORM: (Please return comments by December 30, 2013)**

If you would like to provide any additional comments on the project, please feel free to provide such below and submit in the comment box here at the meeting or mail back to address below:

Concern about disrupting the Towpath trail  
The Towpath trail is a County Trail (Miami & Erie  
Towpath Trail), a State Trail (Buckeye  
Trail) and a national Trail (North  
Country National Scenic Trail).

Would like to see some way to maintain the  
trail or somewhat reroute the trail towards  
the river & under the bridge / road to  
not have to cross on grade.

Name:

Joseph Krueger Henry County Park District

Contact Info (optional):

jkrueger@bright.net  
419-599-1224

Please submit comments here today in the Comment Box, or mail back to the address below.  
**Comments should be received by December 30, 2013.**

The Mannik & Smith Group, Inc.  
Attn: Patrick L. Etchie Phone (419) 891-2222 Fax (419) 891-1595  
1800 Indian Wood Circle  
Maumee, OH 43537  
[petchie@manniksmithgroup.com](mailto:petchie@manniksmithgroup.com)

7.0 PHOTOGRAPHS OF MEETING

Several photographs documenting the meeting are provided on the following page.





Photo 1: Meeting Sign-In & Handouts



Photo 2: Meeting Exhibits



Photo 3: Meeting Layout



Photo 4: Open House Portion of Meeting



Photo 5: Open House Discussions



Photo 6: Beginning of Formal Presentation

## 8.0 PUBLIC MEETING HANDOUT & COMMENT SHEET

The handout and comment sheet that was distributed to those attending the meeting is provided within this section. Portions of the public meeting were an "Open House" format which allowed those attending to walk around and view exhibits and speak with local officials and engineering consultant staff to ask questions.



**Public Meeting**  
**Henry Co. New Bridge (PID-22984) Update Meeting**  
**Preferred Alternative for New Maumee River Crossing**  
**Monday December 16, 2013 (4:00 PM to 6:00 PM)**

**Meeting Purpose:**

The purpose of the meeting today is for the Henry County Engineer's Office to provide a project update for property owners/stakeholders and the general public on the New Maumee River Crossing project. There have been on-going planning and project development efforts since 2002 with local governments working together to progress efforts for a New Maumee River Crossing in or near the City of Napoleon. In February 2004, a public meeting was held to seek input on several corridor alternatives for a new river crossing. The result of that meeting was recommendations to progress more analyses and review of two corridor alternatives involving an extension of Industrial Drive to the south to cross the Maumee River, and a corridor at extending Enterprise Drive (Road 12) to the south side of the river. The meeting today is intended to provide information on analyses conducted for the two alternative corridors, and to present to the public the preferred alternative and seek your input/comments.

**Meeting Format:**

The format of today's meeting includes the following schedule:  
4:00 – 5:00 PM – Open House Format (walk around and visit exhibits)  
5:00 – 5:30 PM – Formal Presentation of Project Information  
5:30 – 6:00 PM – Open House Format and Comment Form

There are several **Information Stations** setup around the room that you can visit and ask questions of the Henry County Engineer's Office and Consultant staff. The table below describes information found at each station:

Station Name	Information Presented
Welcome & Sign-In	<ul style="list-style-type: none"><li>• Sign-In Sheets &amp; Meeting Handouts</li></ul>
Study Area	<ul style="list-style-type: none"><li>• Original Study Area; Original Conceptual Alternatives; and Refined Analyses of Potential Corridors</li></ul>
Purpose & Need	<ul style="list-style-type: none"><li>• Purpose &amp; Need Statement; Traffic Data Area; and Crash Analyses</li></ul>
Refined Analyses of Potential Corridors	<ul style="list-style-type: none"><li>• Red Flags Analyses; Traffic &amp; Capacity Analyses; Evaluation Matrix</li></ul>
Preferred Alternative Corridor	<ul style="list-style-type: none"><li>• Preferred Alternative Concept (Industrial Drive); Next Steps/Schedule</li></ul>
Comments	<ul style="list-style-type: none"><li>• Comment Box is Available for Submitting Comment Forms</li></ul>

**Preferred Alternative**

The Industrial Drive corridor was determined to be the Preferred Alternative for a New Maumee River Crossing.

The preferred alternative has been refined based on further research. *The preferred alternative is presented in concept on the backside of this page.*

**For additional information or questions, please contact:**

Mr. Patrick M. McColley, P.E.  
Henry County Engineer's Office  
Email: [pmccolley@henrycountyengineer.com](mailto:pmccolley@henrycountyengineer.com)  
Office: (419) 592-2976



Public Meeting  
Henry Co. New Bridge (PID-22984) Update Meeting  
Preferred Alternative for New Maumee River Crossing  
Monday December 16, 2013 (4:00 PM to 6:00 PM)



Preferred Alternative (Industrial Drive) – DRAFT Conceptual New River Crossing



## 9.0 PUBLIC MEETING FORMAL PRESENTATION

In addition to the "Open House" portions of the meeting, there was a formal presentation with a question and answer session that occurred from 5:00–5:30 PM. This presentation was conducted using PowerPoint. A copy of the presentation is located on the pages within this section.



# Henry Co. New Maumee River Crossing (PID-22984)

## Monday December 16, 2013 Public Input Meeting

4:00 – 5:00 PM (Open House)

5:00 – 5:30 PM (Formal Presentation)

5:30 – 6:00 PM (Open House / Comments)

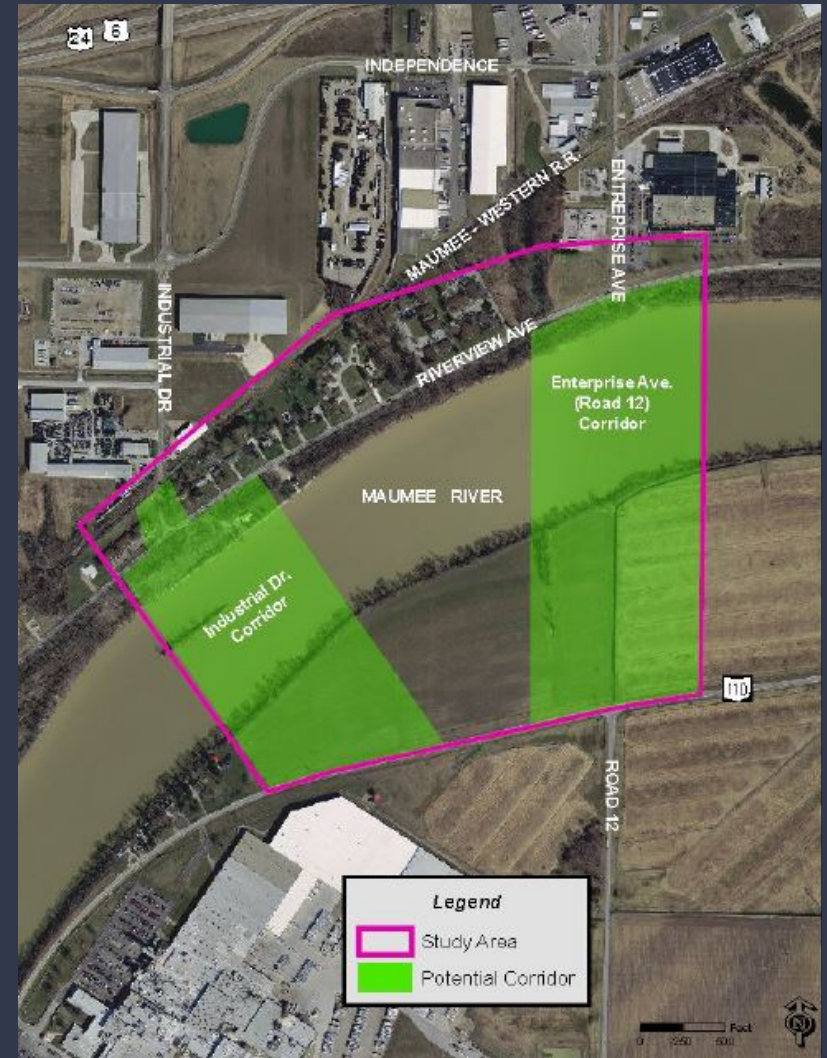
### Local Contact:

Patrick M. McColley, P.E.

Henry County Engineer's Office

[pmccolley@henrycountyengineer.com](mailto:pmccolley@henrycountyengineer.com)

Office: (419) 592-2976



# PURPOSE OF MEETING

- The purpose of the meeting today is to:
  - Present a summary of project history;
  - Provide a project update to property owners/stakeholders and the general public;
  - Present the Preferred Alternative (Industrial Dr. Corridor);
  - Provide anticipated project schedule;
  - Solicit public input/comments





# PROJECT HISTORY

- 2002 – Local officials met to discuss a new river crossing;
- Mar 2003 – Planning stages to evaluate several corridors;
- Feb 2004 – Public meeting held to seek input on corridors;
  - 56% supported Industrial Dr. as new bridge location
  - 34% supported Enterprise Ave. (Road 12) as new bridge location
- Oct 2009 – Planning Study Report finalized;
- 2010 to 2011 – No funding for project, thus no progress during time frame;
- 2012 – Henry Co. Transportation Improvement District (TID) forms;
- Oct 2012 – Henry Co. TID contracts Feasibility Study & update analyses;
- Jan 2013 – Stakeholder workshop held;
- Oct 2013 – Feasibility Study approved & Preferred Alt. recommended;
- Dec 2013 – Today's meeting to present Preferred Alternative / seek input



# PURPOSE & NEED FOR PROJECT

**During the Original Planning Study, City and County officials were involved in establishing the intended purpose for the project. From this input, the following four issues were identified as major community goals for the project:**

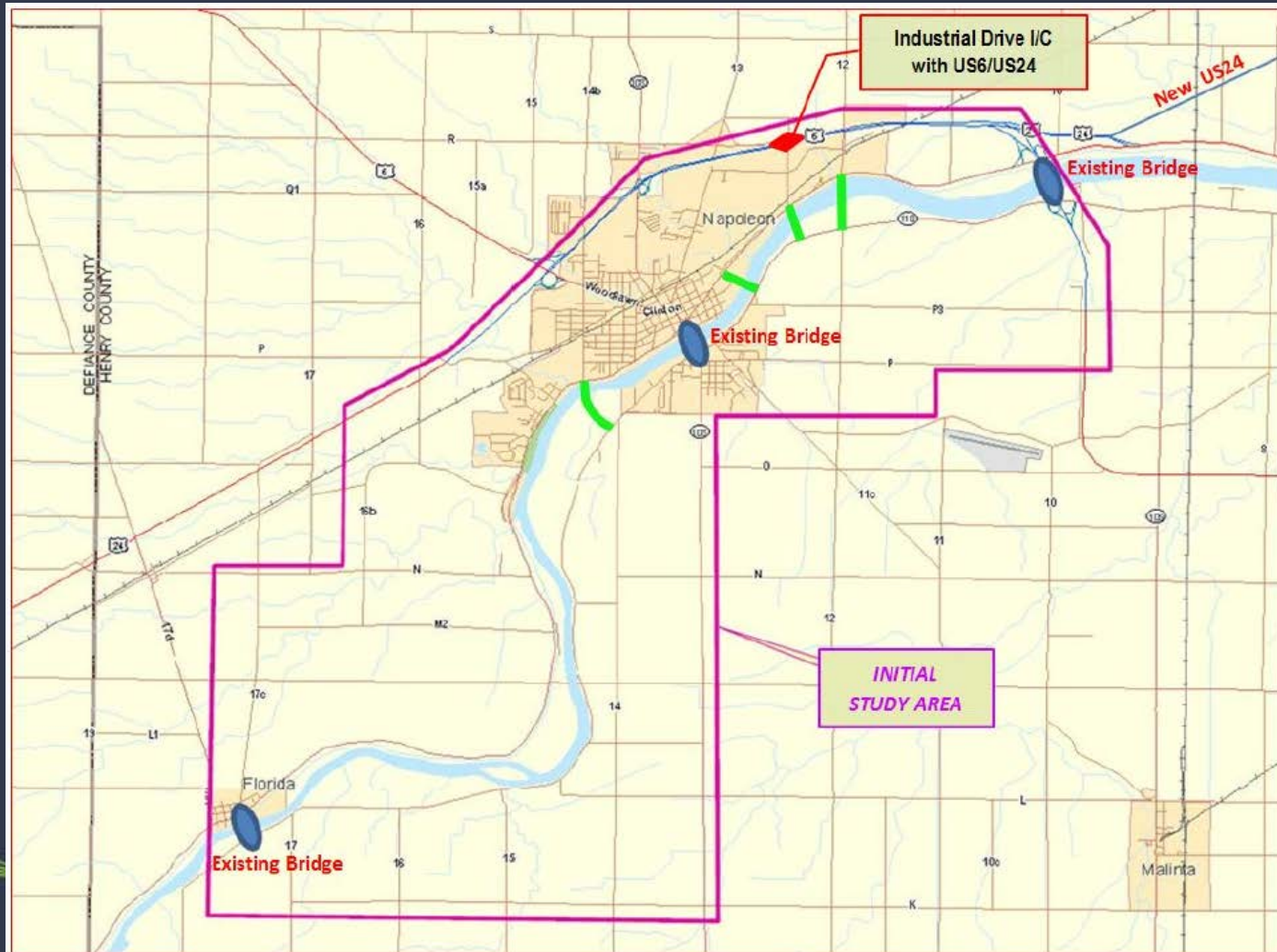
- 1) Provide a direct link between existing industrial development areas on both sides of the Maumee River;
- 2) Improve access to future development areas, consistent with the Comprehensive Plan;
- 3) Improve connectivity within the community;
- 4) Reduce the traffic demands on downtown roadways, decrease congestion and enhance public safety.

**The Purpose & Need Statement for the project established the need elements for the transportation solution in the study area. For this project, the transportation solution for the study area should:**

- 1) Improve traffic operations on the SR 108 bridge and corridor;
- 2) Improve safety by decreasing crashes in the corridor;
- 3) Improve access to future and planned development areas on both sides of the Maumee River;
- 4) Support and ensure consistency with the local Comprehensive Plan.

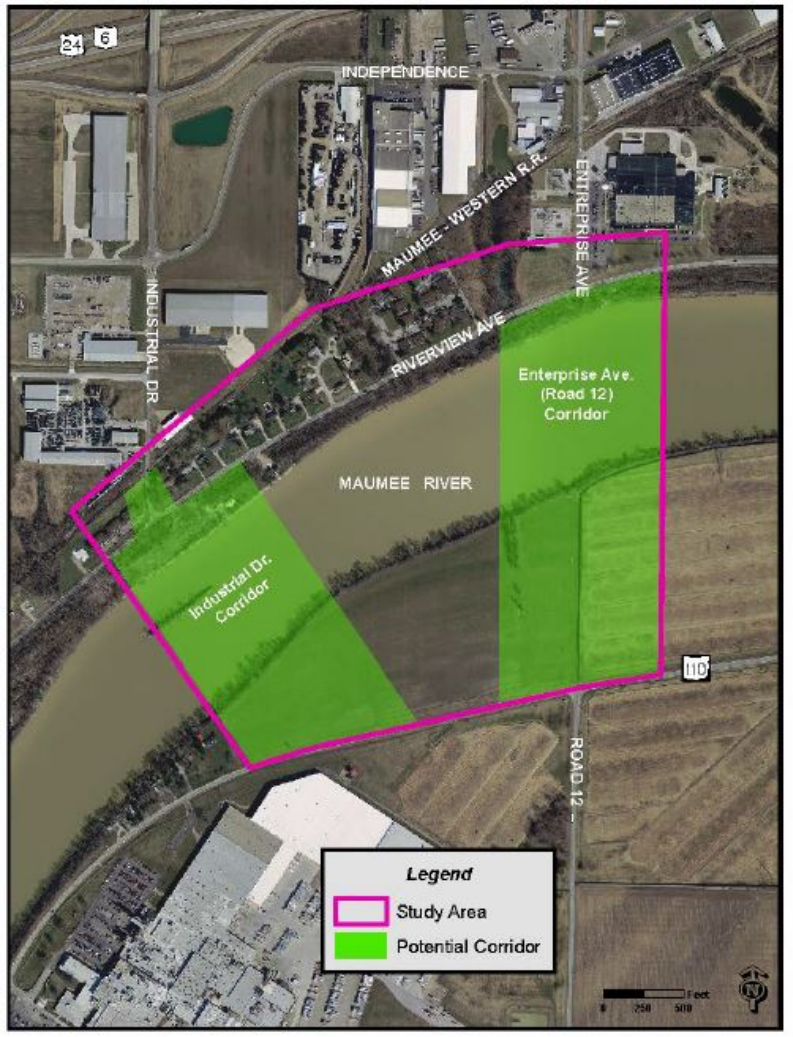


# ORIGINAL STUDY AREA

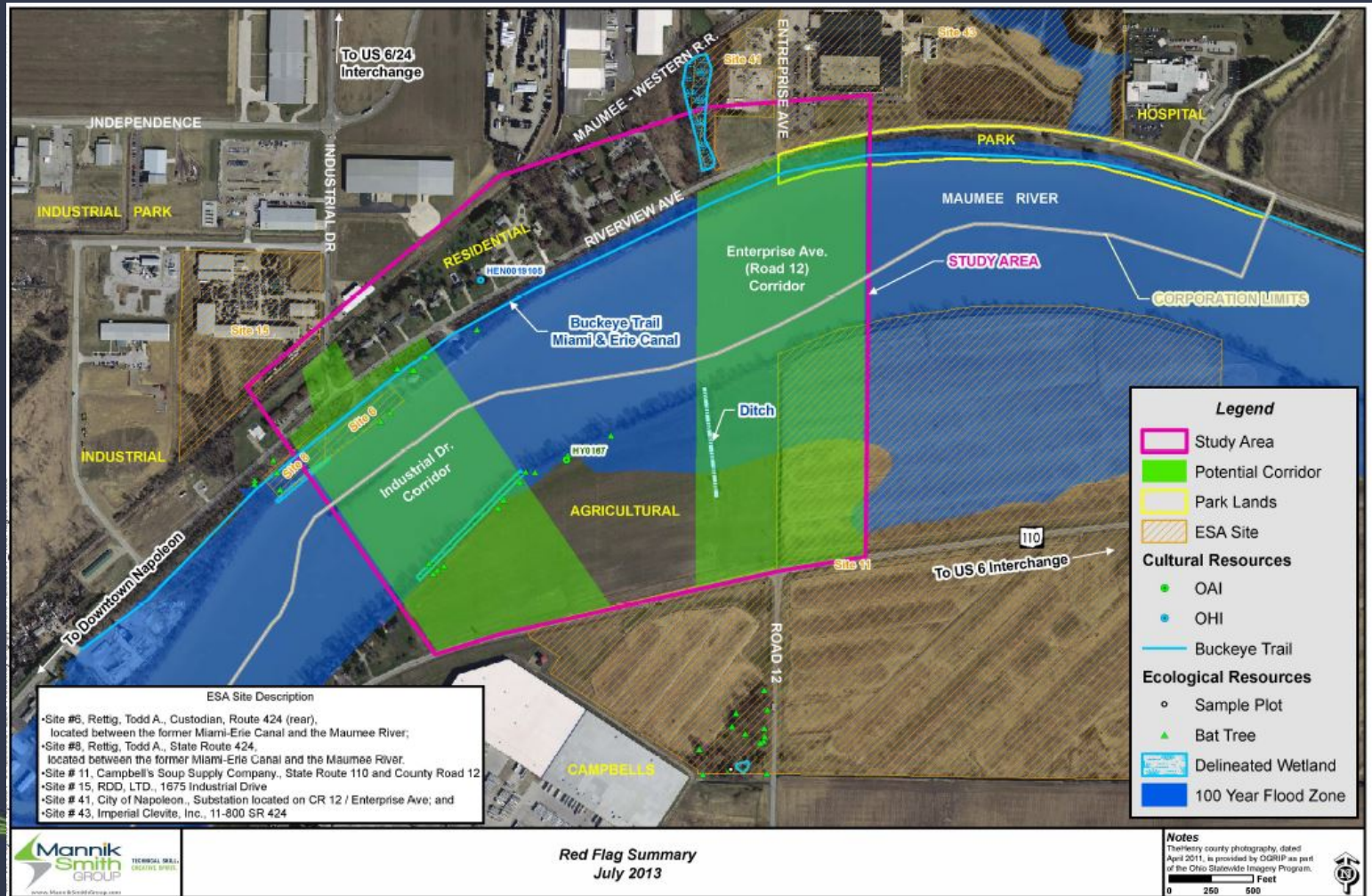




# STUDY AREA FOR FEASIBILITY STUDY



# COMMUNITY & ENVIRONMENTAL MAPPING



**ESA Site Description**

- Site #6, Rettig, Todd A., Custodian, Route 424 (rear), located between the former Miami-Erie Canal and the Maumee River;
- Site #8, Rettig, Todd A., State Route 424, located between the former Miami-Erie Canal and the Maumee River.
- Site #11, Campbell's Soup Supply Company, State Route 110 and County Road 12
- Site #15, RDC, LTD., 1875 Industrial Drive
- Site #41, City of Napoleon, Substation located on CR 12 / Enterprise Ave; and
- Site #43, Imperial Clevite, Inc., 11-800 SR 424

**Red Flag Summary**  
July 2013

**Notes**  
The Henry county photography, dated April 2011, is provided by OGRIP as part of the Ohio Statewide Inquiry Program.

0 250 500 Feet





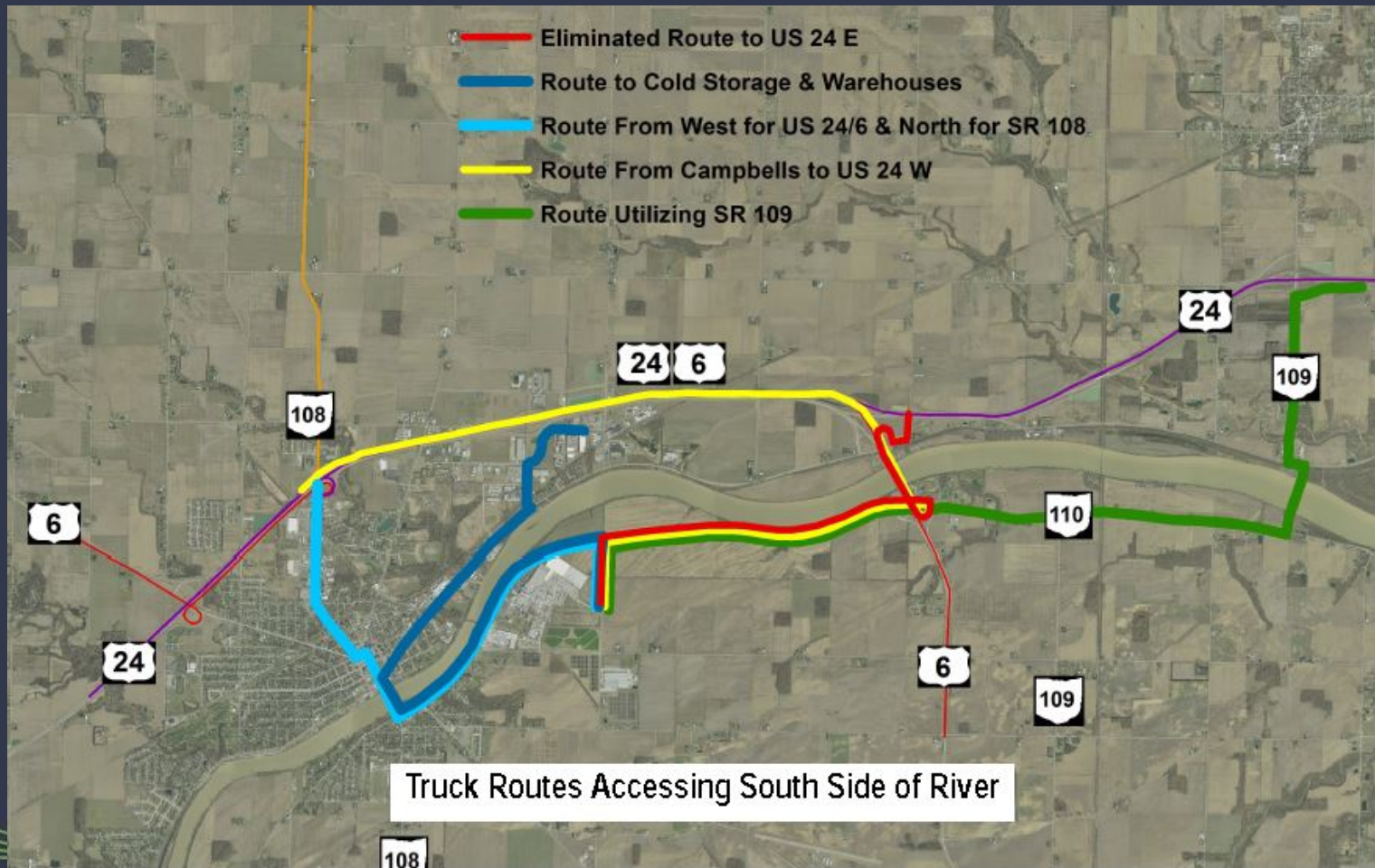
# CRASH HISTORY OF EXISTING KEY AREAS

Primary Intersections			Key Roadway Sections				
Riverview Ave. & SR 108 (Perry St.)			SR 108 from Clinton St. to S. Corp. Limit				
Year	Crashes	3-Year Rate	Year	Crashes	3-Year Rate		
2010	4	N/A	2010	32	N/A		
2011	3	N/A	2011	27	N/A		
2012	2	N/A	2012	19	N/A		
<b>Total</b>	<b>9</b>	<b>0.56 MEV</b>	<b>Total</b>	<b>78</b>	<b>7.14 MVM</b>		
SR 110 (Maumee Ave.) & SR 108 (Perry St.)			Riverview Ave. from Perry St. to Road 12				
Year	Crashes	3-Year Rate	Year	Crashes	3-Year Rate		
2010	9	N/A	2010	8	N/A		
2011	9	N/A	2011	3	N/A		
2012	6	N/A	2012	11	N/A		
<b>Total</b>	<b>24</b>	<b>1.63 MEV</b>	<b>Total</b>	<b>22</b>	<b>4.02 MVM</b>		
<p><b>MEV</b> indicates average number of crashes per million vehicles entering the intersection.</p> <p><b>MVM</b> indicates average number of crashes per million vehicle miles traveled through the section of roadway.</p>			SR 110 from SR 108 (Perry St.) to Road 12				
			Year	Crashes	3-Year Rate		
			2010	5	N/A		
			2011	3	N/A		
			2012	4	N/A		
<b>Total</b>	<b>12</b>	<b>0.91 MVM</b>					

Comparison Statewide Rates for roadway sections are 1.45 MVM for SR108 and 1.40 MVM for SR110 and Riverview Avenue.



# TRUCK ROUTE CHANGES IMPACTING AREA



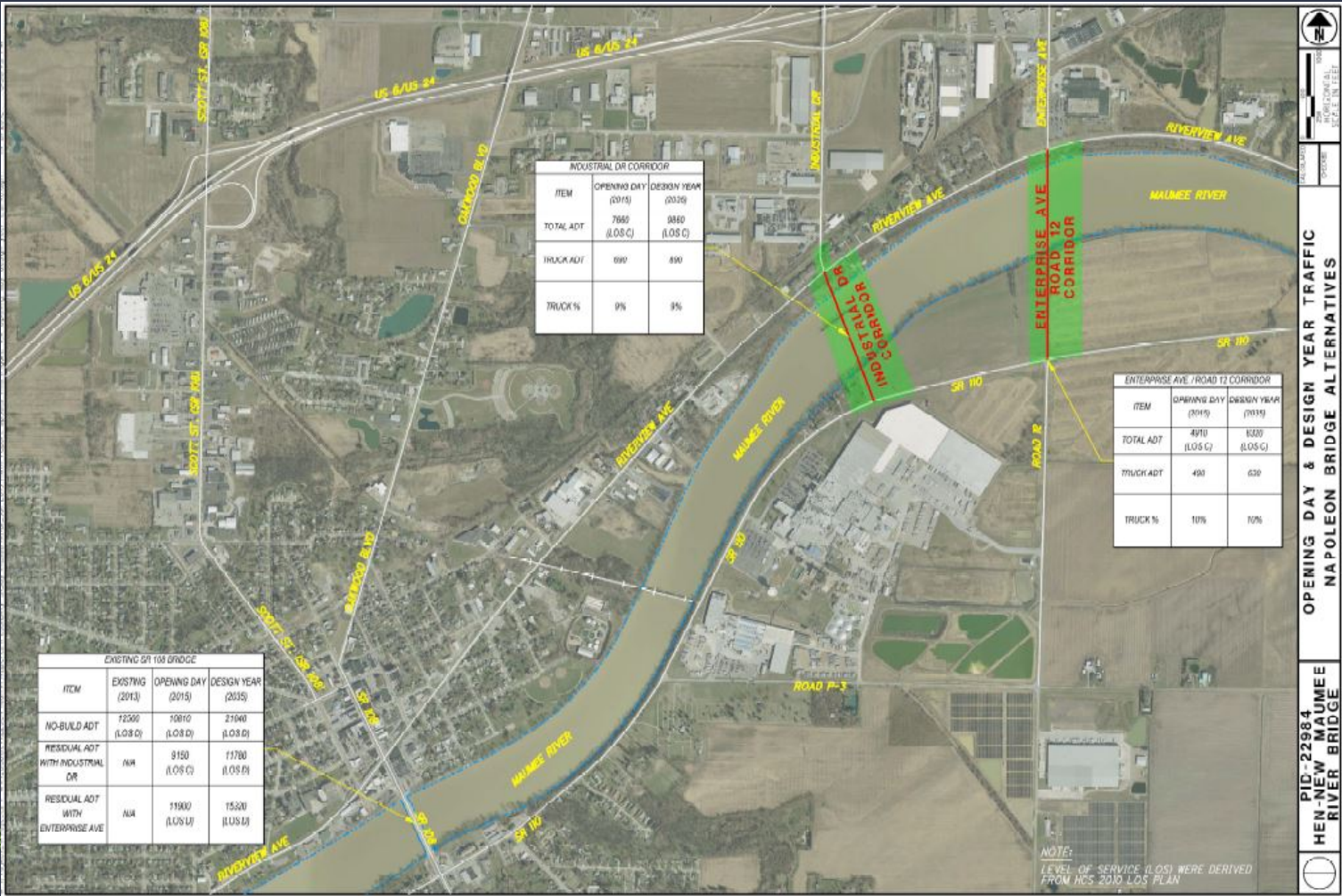


# TRUCK ROUTE WITH NEW BRIDGE





# TRAFFIC VOLUMES OF CORRIDORS





# CORRIDOR EVALUATION MATRIX

Evaluation Criteria		No-Build Alternative	Build Alternative - Industrial Drive River Crossing Corridor	Build Alternative - Enterprise Avenue (Road 12) River Crossing Corridor	Comments
Purpose and Need Elements	Improve Traffic Operations on SR108 Bridge & Corridor	No Benefit - Traffic on existing bridge is currently at LOS D, and is projected to be borderline LOS D/E in 2035 if no other river crossing is constructed nearby.	Substantial Benefit - This location provides most draw of traffic from the existing SR108 bridge, improves existing bridge to LOS C in 2035 and reduces delays in 2035. Industrial Drive bridge operates at LOS C through design year 2035.	Some Benefit - This location draws some traffic from the existing SR108 bridge, but not as much as Industrial Drive. Enterprise Avenue (Road 12) operates at LOS C through design year 2035.	No-Build does not satisfy P&N Element, Industrial Drive satisfies P&N Element the best of the two build alternatives as it draws most traffic from existing bridge.
	Improve Safety by Decreasing Crashes on the Corridor	No Benefit - The No-Build would not reduce traffic and congestion on existing corridors.	Substantial Benefit - Draws most truck and vehicular traffic off existing bridge and corridors leading to the bridge, which will reduce crash frequency due to heavy traffic & congestion.	Some Benefit - Draws some traffic from existing bridge and corridors leading to bridge, but not as much as Industrial Drive location. Also requires traffic to negotiate on local roads since no direct access to US 624 interchange like Industrial Drive Corridor.	No-Build does not satisfy P&N Element, Industrial Drive satisfies P&N Element the best, as it reduces traffic the most on existing corridors which will reduce crash frequencies and enhance safety.
	Improve Access to Future and Planned Development on Both Sides of Maumee River	No Benefit - The No-Build does not provide a link between Future and Planned Development Areas on both sides of the river.	Substantial Benefit - This is the most direct connection between SR 110 South of the river and Industrial developments on both sides of Industrial Drive, which also connects to interchange.	Substantial Benefit - Connects industrial developments on both sides of the river. However, this location is not as direct link as Industrial Drive location.	No-Build does not satisfy P&N Element, Both Industrial Drive and Enterprise Avenue provide substantial benefit.
	Consistency with Local Comprehensive Plan	No Consistency - The No-Build does not satisfy local Comprehensive Plans as it does not provide a new river crossing to connect development areas.	Substantial Consistency - This is the preferred location per local plans and government officials as it provides the most benefit as it provides most direct connection between future development areas on both sides of the river and the US 624 interchange.	Some Consistency - This location does provide a new river crossing as cited in the Comprehensive Plan, however it does not provide best connection to developed areas and does not provide direct link to the US 624 interchange like the Industrial Drive corridor does.	No-Build does not satisfy P&N Element, Industrial Drive is the actual recommended location in the local Comprehensive Plan.
Environmental Elements	Cultural Resources	No impacts - Since this is No-Build Option.	Potential impacts - Further field studies needed to determine presence of archaeological sites and evaluate project impacts.	Potential impacts - Further field studies needed to determine presence of archaeological sites and evaluate project impacts.	No impacts from No-Build; Potential impacts from both of the build alternatives.
	Parks(4)	No impacts - Since this is No-Build Option.	Potential impacts - Project could impact the Buckeye Trail.	Likely impacts - Project likely impacts a public park found on northern banks of river that could be 49), as well as Buckeye Trail.	No impacts from No-Build; Potential impacts from both of the build alternatives.
	Farmland Impacts	No impacts - Since this is No-Build Option.	Likely impacts - Farmland on south side of river likely impacted.	Likely impacts - Farmland on south side of river likely impacted.	No impacts from No-Build; Potential impacts from both of the build alternatives.
	FEMA 100-year Flood Plain	No impacts - Since this is No-Build Option.	Potential impacts - Project could impact the 100-Yr. Flood Plain, however bridge span may allow avoidance of impacts.	Likely impacts - Project likely impacts the 100-Yr. Flood Plain as there is unavoidable area on south side of the river.	No impacts from No-Build; Potential impacts from both of the build alternatives.
	Endangered & Threatened Species	No impacts - Since this is No-Build Option.	Potential impacts - There are potential threatened endangered mussels in river and possible Indiana Bat habitat. Mussel survey would be needed to determine if present & relocations require.	Potential impacts - There are potential threatened endangered mussel in river and possible Indiana Bat habitat. Mussel survey would be needed to determine if present & relocations required.	No impacts from No-Build; Potential impacts from both of the build alternatives.
	Ecological Resources	No impacts - Since this is No-Build Option.	Likely impacts - Any alignment in the corridor would involve in-stream work that would require a Section 404 permit from USACE, a Section 401 Water Quality Certification from Ohio EPA, and Sonar River coordination with ODNR. Two small wetlands also found within the corridor that may be impacted.	Likely impacts - Any alignment in the corridor would involve in-stream work that would require a Section 404 permit from USACE, a Section 401 Water Quality Certification from Ohio EPA, and Scenic River coordination with ODNR. A potential regulated ditch is also found within the corridor along the western side of the corridor.	No impacts from No-Build; Likely impacts from both build alternatives given the scope of the project involving in-stream work and new bridge construction.
Environmental Site Assessment	No impacts - Since this is No-Build Option.	Potential impacts - There are two small potential ESA sites (#6 & #8) located between the former Miami-Erie Canal and the River.	Potential impacts - There is a large potential ESA site (#11) within the corridor associated with the Campbell's Soup facility.	No impacts from No-Build; Potential impacts from both of the build alternatives.	
Community Elements	Connectivity to Highway System	No Improvement - The No-Build does not enhance highway connections.	Substantial Benefit - Provides direct connection to the US 624 interchange via Industrial Drive Corridor.	Some Benefit - Provides some benefit in connectivity, however there is no direct access to US 624 as Executive Avenue does not have interchange and several local roads would be used to access US 624.	No-Build provides no improvement while the Industrial Drive Corridor provides a substantial benefit given the direct connection to the US 624 interchange.
	Reduce Downtown Traffic Congestion & Enhance Safety	Negative impact - The No-Build does nothing to reduce congestion and enhance safety, and no action will actually degrade conditions further in future.	Substantial Benefit - Provides largest capture of truck and vehicular traffic from the existing SR 108 Bridge and improves existing bridge LOS on Opening Day to a LOS C.	Some Benefit - Provides some benefit in capturing traffic from the existing SR 108 Bridge, however the lack of direct access to US 624 does not allow for as much of captured traffic as Industrial Drive.	No-Build provides negative impact as no action will actually degrade as traffic grows; Industrial Drive provides substantial benefit in reducing delays/traffic.
	Enhance Emergency Response and Hospital Access	No Improvement - The No-Build does not enhance emergency response and hospital access.	Some Benefit - Provides some benefit to enhancing emergency responses and hospital access, especially if existing bridge blocked.	Some Benefit - Provides some benefit to enhancing emergency responses and hospital access, especially if existing bridge blocked.	No-Build provides no improvement; both build alternatives provide some benefit.
	Right-of-Way and Property Impacts	No impacts - The No-Build does not impact properties as no Right-of-Way is needed.	Likely impacts - Corridor is new facility, and will require property acquisition. This alternative may require a total take of a residential parcel, however property owner has indicated desire to sell.	Likely impacts - Corridor is new facility, and will require property acquisition.	No impact from No-Build; impacts to properties will occur as roadway is a new facility on new alignment.
	Economic Development Benefits	Negative impacts - The No-Build does not enhance highway connections.	Substantial Benefit - Provides direct link of south side of river at SR 110 northward to the US 624 interchange and corridors. This provides maximum transportation benefit for Campbell's Soup facility and other existing industrial sites and future development areas.	Some Benefit - Provides connection of developed areas on south side of river to those on north side of river. This alternative however does not have direct link to the US 624 interchange and corridors.	No-Build will lead to higher transportation costs to businesses and public as traffic congestion increases. Industrial Drive would provide substantial benefit given direct link to US 624 interchange and traffic reductions.
Construction	Costs	No Costs for this is a No-Build Option	\$15.0 Million	\$19.4 Million	Enterprise Avenue alternative is considerably higher cost than Industrial Drive alternative due to a significantly longer project length and a substantial cost to relocate an existing electric transmission line over the Maumee River.
	Constructability	No Constructability Issues as this is a No-Build Option	Moderate Constructability Issue - Maumee River is typically less than 10' deep at this location; minor utility impacts; barges will be required to construct bridge, borrow for embankments close to site; no fill required in river; well established bridge & road construction methods required; MOT will require one-way traffic maintenance	Moderate Constructability Issue - Maumee River is typically less than 10' deep at this location; major power utility relocation over river; barges will be required to construct bridge; borrow for embankments close to site; no fill required in river; well established bridge & road construction methods required; MOT will require one-way traffic maintenance	Enterprise Avenue Alternative somewhat more complex to build due to longer bridge and major power utility relocation over river required.

Legend:   
  Provides Substantial Benefit Relative to Purpose and Need and/or Will Not Negatively Impact Environmental Resource   
  Provides Some Benefit Relative to Purpose and Need and/or Has Potential to Negatively Impact Environmental Resource   
  Provides No Benefit Relative to Purpose and Need and/or Will Likely Negatively Impact to Environmental Resource



# PREFERRED ALTERNATIVE SELECTED

- Feasibility Study narrowed down the project to a preferred alternative
- Preferred alternative is an extension of Industrial Drive southward across the Maumee River to connect to SR110





# EVALUATION OF CONCEPTUAL ALIGNMENTS



TECHNICAL SKILL.  
CREATIVE SPIRIT.

# ANTICIPATED PROJECT SCHEDULE

## Next Steps/Schedule

A public meeting will be held to present the results of the Feasibility Study recommended Preferred Alternative to the public and solicit input on the recommendation. The Feasibility Study will then be finalized and the project will move into preliminary engineering and environmental study.

**The anticipated schedule for key milestone dates of the project includes the following items:**

- 1) Finalization of Feasibility Study & Preferred Alternative Corridor – November 2013;
- 2) Public Involvement Meeting on Preferred Alternative (December 16, 2013)
- 3) Environmental Document – May 2014
- 4) Detailed Design Completed\* – June 2015;
- 5) ROW Acquisition Finalized\* – October 2015;
- 6) Final Plans Submitted to Central Office\* – October 2015;
- 7) Sale Date\* – January 2016;
- 8) Start Construction\* – March 2016

\*These steps/phases are pending available funding.



# Henry Co. New Maumee River Crossing (PID-22984)

## QUESTIONS ?

- Visit with us after the presentation and we can also answer your questions one-on-one;
- Comment sheets being solicited:
  - Comment Box here at meeting to deposit comments, OR
  - Return comments as indicated on Comment Sheet
  - **Please Return Comments by December 30, 2013.**
- Thank You for attending today's meeting!



## 10.0 PUBLIC MEETING OPEN HOUSE EXHIBITS

The "Open House" portion of the public meeting includes several informational booths (aka – stations) that were setup around the meeting room. Each station provided information on the project development process and history of the Henry County New Maumee River Crossing. A copy of the exhibits and information that was provided at each station is found on the pages within this section.

**W**elcome

**& Sign-In**



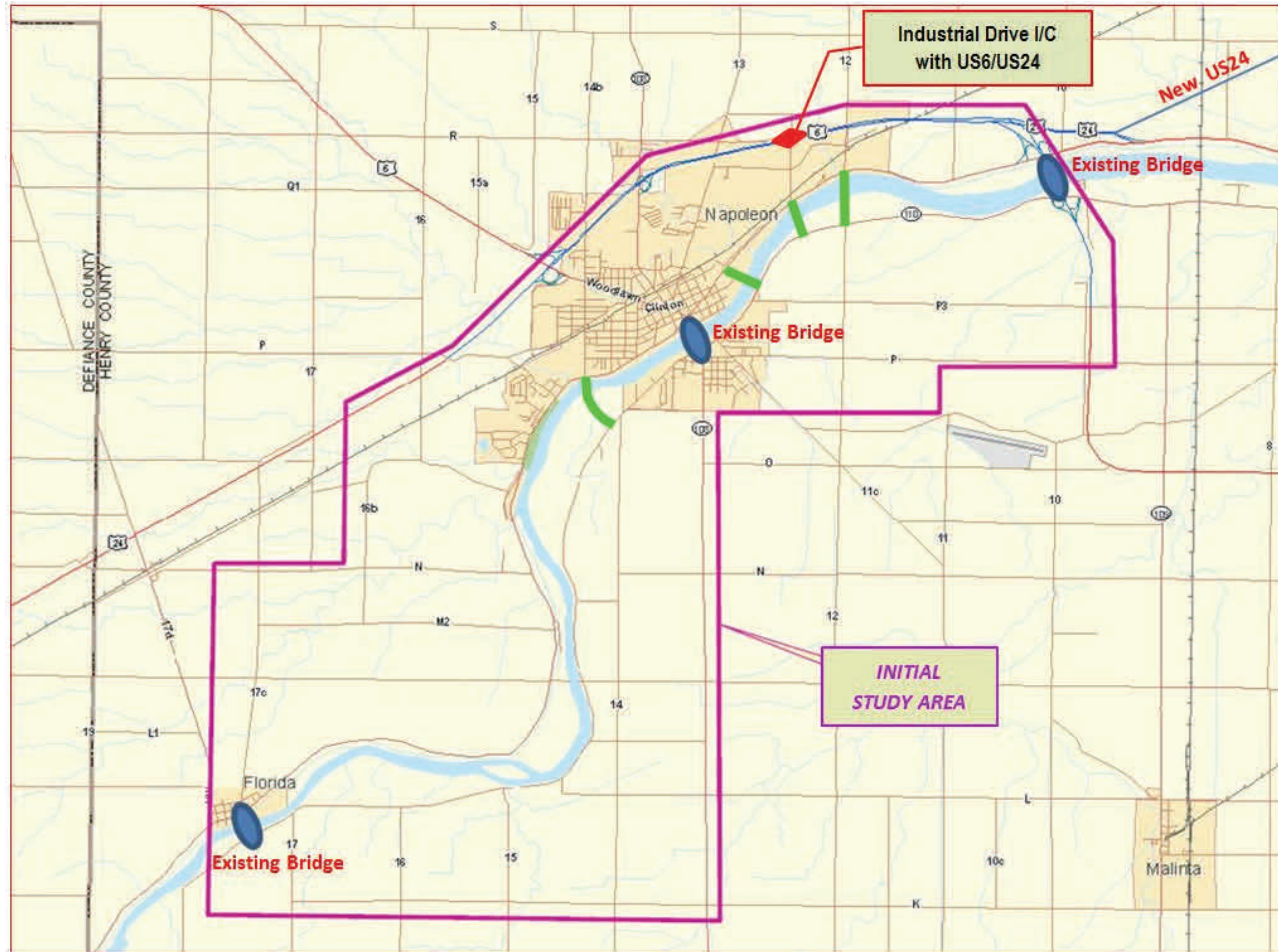
**Station 2**

**Sturdy**

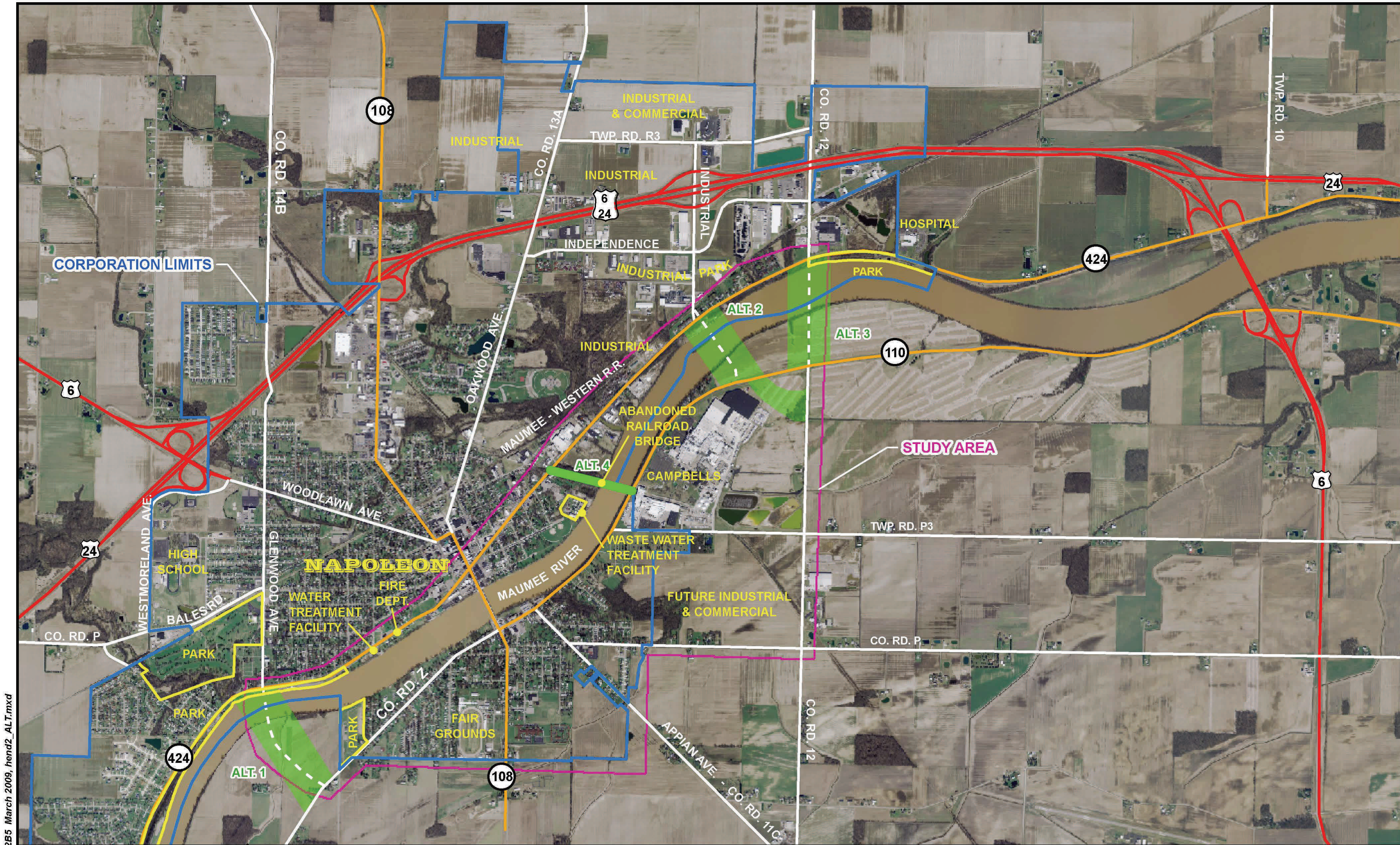
**Area**



# Original Study Area







Project # HEND2B5 March 2009, hend2\_ALT.mxd

**Mannik & Smith**  
 The Group, Inc.  
 1800 Indian Wood Circle  
 Maumee, Ohio 43537  
 (419) 891-2222  
 Fax: (419) 891-1595  
 Civil Engineering, Surveying and Environmental Consulting  
 MAUMEE ♦ CLEVELAND ♦ MONROE ♦ CANTON

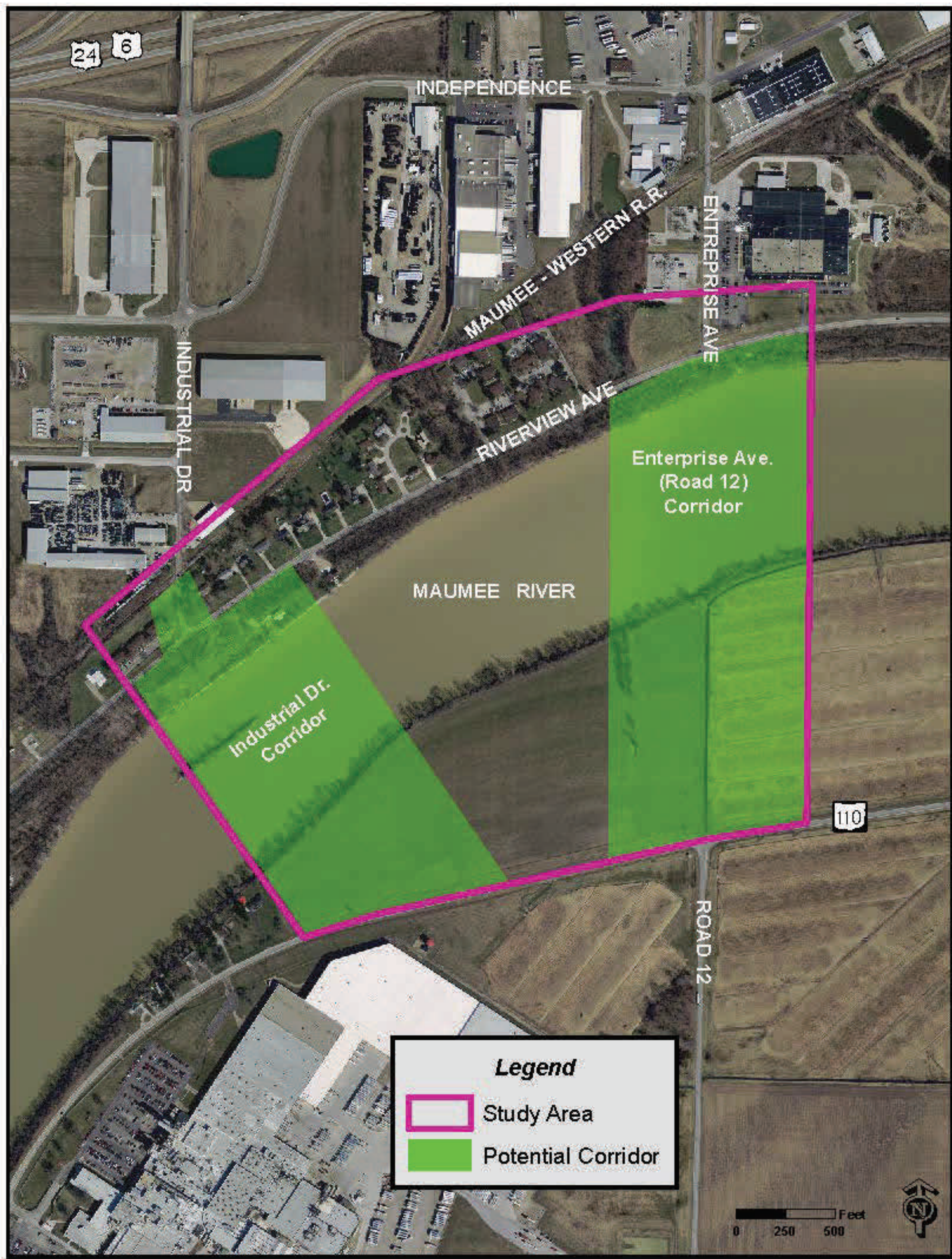
## Original Conceptual Alternative Corridors Considered

**Notes** The photography, dated April 2006, is provided by OGRIP as part of the Ohio Statewide Imagery Program.

2,000 1,000 0 Feet 2,000



# Refined Study Area & Potential Corridors





# Station 3

Purpose & Need

Statement

## Purpose & Need Statement

**During the Original Planning Study, City and County officials were involved in establishing the intended purpose for the project. From this input, the following four issues were identified as major community goals for the project:**

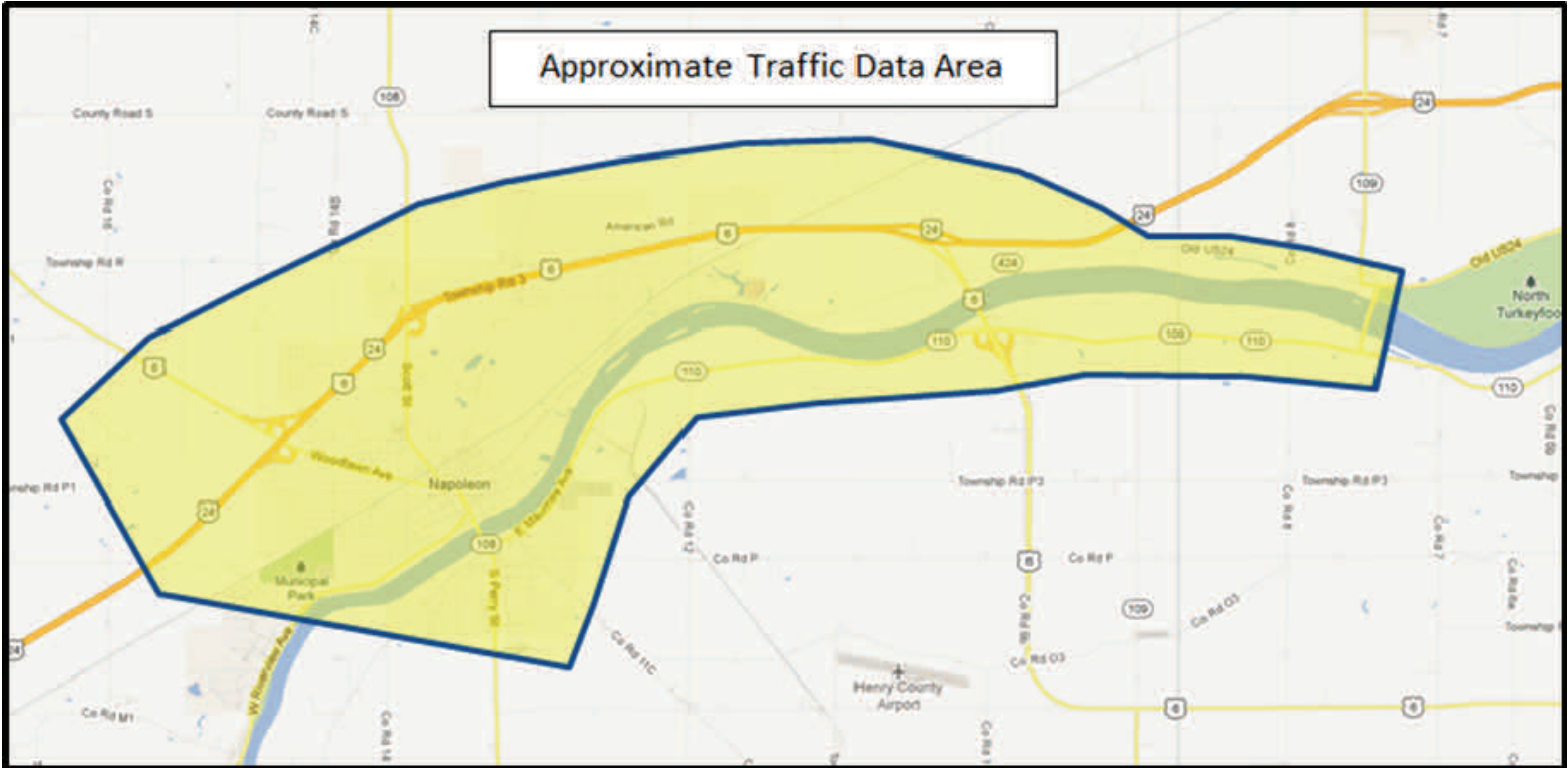
- 1) Provide a direct link between existing industrial development areas on both sides of the Maumee River;
- 2) Improve access to future development areas, consistent with the Comprehensive Plan;
- 3) Improve connectivity within the community;
- 4) Reduce the traffic demands on downtown roadways, decrease congestion and enhance public safety.

**The Purpose & Need Statement for the project established the need elements for the transportation solution in the study area. For this project, the transportation solution for the study area should:**

- 1) Improve traffic operations on the SR 108 bridge and corridor;
- 2) Improve safety by decreasing crashes in the corridor;
- 3) Improve access to future and planned development areas on both sides of the Maumee River;
- 4) Support and ensure consistency with the local Comprehensive Plan.



Approximate Traffic Data Area

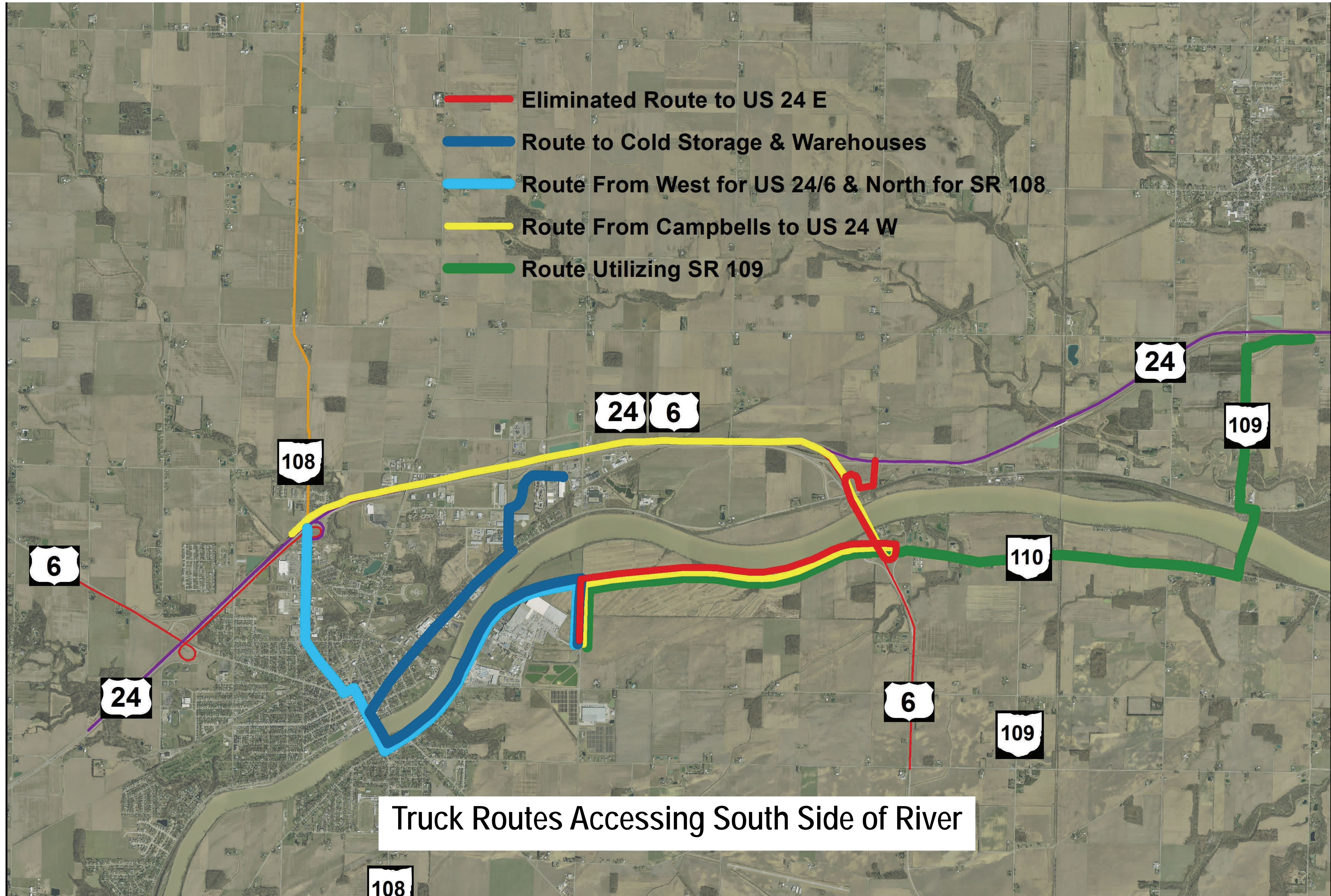




Primary Intersections			Key Roadway Sections					
Riverview Ave. & SR 108 (Perry St.)			SR 108 from Clinton St. to S. Corp. Limit					
Year	Crashes	3-Year Rate	Year	Crashes	3-Year Rate			
2010	4	N/A	2010	32	N/A			
2011	3	N/A	2011	27	N/A			
2012	2	N/A	2012	19	N/A			
<b>Total</b>	<b>9</b>	<b>0.56 MEV</b>	<b>Total</b>	<b>78</b>	<b>7.14 MVM</b>			
SR 110 (Maumee Ave.) & SR 108 (Perry St.)			Riverview Ave. from Perry St. to Road 12					
Year	Crashes	3-Year Rate	Year	Crashes	3-Year Rate			
2010	9	N/A	2010	8	N/A			
2011	9	N/A	2011	3	N/A			
2012	6	N/A	2012	11	N/A			
<b>Total</b>	<b>24</b>	<b>1.63 MEV</b>	<b>Total</b>	<b>22</b>	<b>4.02 MVM</b>			
<p><b>MEV</b> indicates average number of crashes per million vehicles entering the intersection.</p> <p><b>MVM</b> indicates average number of crashes per million vehicle miles traveled through the section of roadway.</p>			SR 110 from SR 108 (Perry St.) to Road 12					
			Year	Crashes	3-Year Rate	Year	Crashes	3-Year Rate
			2010	5	N/A	2010	5	N/A
			2011	3	N/A	2011	3	N/A
			2012	4	N/A	2012	4	N/A
			<b>Total</b>	<b>12</b>	<b>0.91 MVM</b>			

Comparison Statewide Rates for roadway sections are 1.45 MVM for SR108 and 1.40 MVM for SR110 and Riverview Avenue.





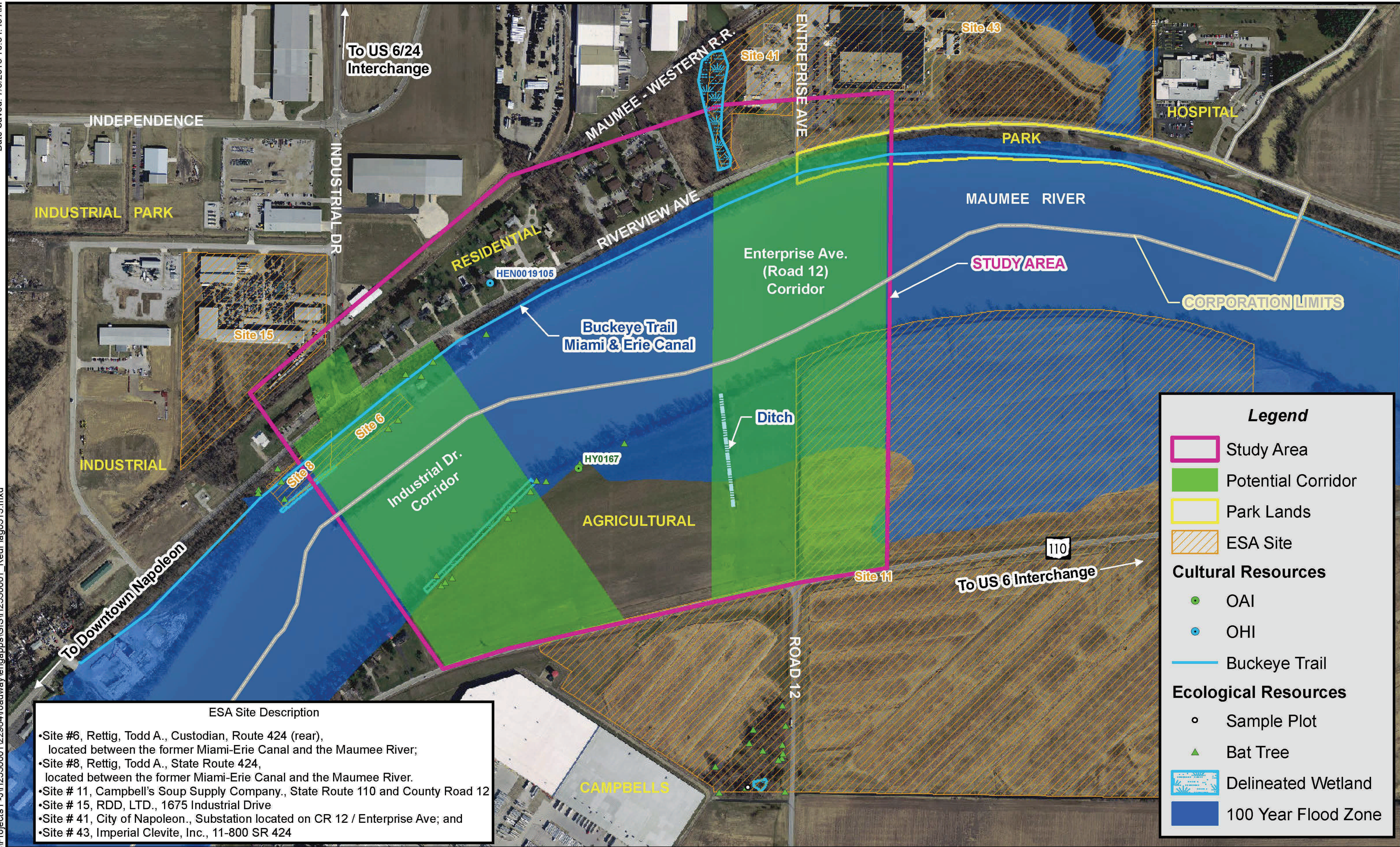


# Station 4

Refined Analyses of

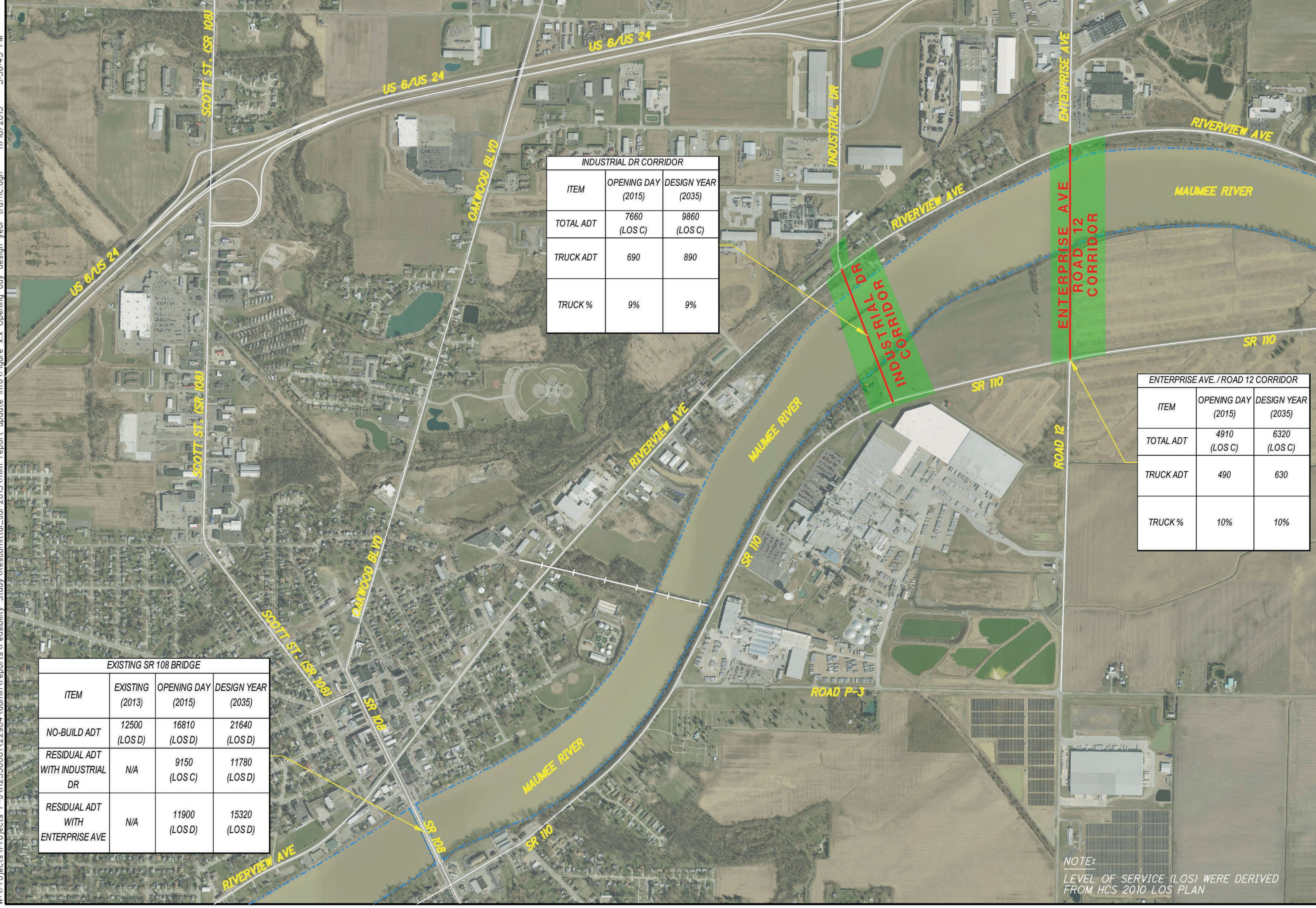
Potential Corridors







W:\Projects\Projects F-J\H2530001\22984\admin\reports\Feasibility Study\Resubmittal-Jul-2013\mim\_report\_update\_info\Figure x.x Opening day design year traffic.dgn 11/18/2013 3:36:43 PM



INDUSTRIAL DR CORRIDOR		
ITEM	OPENING DAY (2015)	DESIGN YEAR (2035)
TOTAL ADT (LOS C)	7660	9860
TRUCK ADT	690	890
TRUCK %	9%	9%

ENTERPRISE AVE. / ROAD 12 CORRIDOR		
ITEM	OPENING DAY (2015)	DESIGN YEAR (2035)
TOTAL ADT (LOS C)	4910	6320
TRUCK ADT	490	630
TRUCK %	10%	10%

EXISTING SR 108 BRIDGE			
ITEM	EXISTING (2013)	OPENING DAY (2015)	DESIGN YEAR (2035)
NO-BUILD ADT (LOS D)	12500	16810	21640
RESIDUAL ADT WITH INDUSTRIAL DR	NA	9150 (LOS C)	11780 (LOS D)
RESIDUAL ADT WITH ENTERPRISE AVE	NA	11900 (LOS D)	15320 (LOS D)

NOTE:  
LEVEL OF SERVICE (LOS) WERE DERIVED  
FROM HCS 2010 LOS PLAN

500  
1000  
HORIZONTAL  
SCALE IN FEET

CALCULATED  
CHECKED

**PID-22984**  
**HEN-NEW MAUMEE RIVER BRIDGE**

**OPENING DAY & DESIGN YEAR TRAFFIC  
NAPOLEON BRIDGE ALTERNATIVES**



# Evaluation Matrix

Evaluation Criteria		No-Build Alternative	Build Alternative - Industrial Drive River Crossing Corridor	Build Alternative - Enterprise Avenue (Road 12) River Crossing Corridor	Comments
Purpose and Need Elements	Improve Traffic Operations on SR108 Bridge & Corridor	No Benefit - Traffic on existing bridge is currently at LOS D, and is projected to be borderline LOS D/E in 2035 if no other river crossing is constructed nearby.	Substantial Benefit - This location provides most draw of traffic from the existing SR108 bridge. Improves existing bridge to LOS C in 2015 and reduces delays in 2035. Industrial Drive bridge operates at LOS C through design year 2035.	Some Benefit - This location draws some traffic from the existing SR108 bridge, but not as much as Industrial Drive. Enterprise Avenue (Road 12) operates at LOS C through design year 2035.	No-Build does not satisfy P&N Element; Industrial Drive satisfies P&N Element the best of the two build alternatives as it draws most traffic from existing bridge.
	Improve Safety by Decreasing Crashes on the Corridor	No Benefit - The No-Build would not reduce traffic and congestion on existing corridors.	Substantial Benefit - Draws most truck and vehicular traffic off existing bridge and corridors leading to the bridge, which will reduce crash frequency due to lower traffic & congestion.	Some Benefit - Draws some traffic from existing bridge and corridors leading to bridge, but not as much as Industrial Drive location. Also requires traffic to negotiate on local roads since no direct access to US 6/24 interchange like Industrial Drive Corridor.	No-Build does not satisfy P&N Element; Industrial Drive satisfies P&N Element the best, as it reduces traffic the most on existing corridors which will reduce crash frequencies and enhance safety.
	Improve Access to Future and Planned Development on Both Sides of Maumee River	No Benefit - The No-Build does not provide a link between Future and Planned Development Areas on both sides of the river.	Substantial Benefit - This is the most direct connection between SR 110 south of the river and industrial developments on both sides of Industrial Drive, which also connects to interchange.	Substantial Benefit - Connects industrial developments on both sides of the river. However, this location is not as a direct link as Industrial Drive location.	No-Build does not satisfy P&N Element; Both Industrial Drive and Enterprise Avenue provide substantial benefit.
	Consistency with Local Comprehensive Plans	No Consistency - The No-Build does not satisfy local Comprehensive Plans as it does not provide a new river crossing to connect development areas.	Substantial Consistency - This is the preferred location per local plans and government officials as it provides the most benefit as it provides most direct connection between future development areas on both sides of the river and the US 6/24 interchange.	Some Consistency - This location does provide a new river crossing as cited in the Comprehensive Plan, however it does not provide best connection to developed areas and does not provide direct link to the US 6/24 interchange like the Industrial Drive corridor does.	No-Build does not satisfy P&N Element; Industrial Drive is the actual recommended location in the local Comprehensive Plan.
Environmental Elements	Cultural Resources	No Impacts - Since this is No-Build Option.	Potential Impacts - Further field studies needed to determine presence of archaeological sites and evaluate project impacts.	Potential Impacts - Further field studies needed to determine presence of archaeological sites and evaluate project impacts.	No impacts from No-Build; Potential impacts from both of the build alternatives.
	Parks/4(f)	No Impacts - Since this is No-Build Option.	Potential Impacts - Project could impact the Buckeye Trail.	Likely Impacts - Project likely impacts a public park found on northern banks of river that could be 4(f), as well as Buckeye Trail.	No impacts from No-Build; Potential impacts from both of the build alternatives.
	Farmland Impacts	No Impacts - Since this is No-Build Option.	Likely Impacts - Farmland on south side of river likely impacted.	Likely Impacts - Farmland on south side of river likely impacted.	No impacts from No-Build; Potential impacts from both of the build alternatives.
	FEMA 100-year Flood Plain	No Impacts - Since this is No-Build Option.	Potential Impacts - Project could impact the 100-Yr. Flood Plain, however bridge span may allow avoidance of impacts.	Likely Impacts - Project likely impacts the 100-Yr. Flood Plain as there is unavoidable area on south side of the river.	No impacts from No-Build; Potential impacts from both of the build alternatives.
	Endangered & Threatened Species	No Impacts - Since this is No-Build Option.	Potential Impacts - There are potential threatened/endangered mussels in river and possible Indiana Bat habitat. Mussel survey would be needed to determine if present & if so, relocations required.	Potential Impacts - There are potential threatened/endangered mussels in river and possible Indiana Bat habitat. Mussel survey would be needed to determine if present & if so, relocations required.	No impacts from No-Build; Potential impacts from both of the build alternatives.
	Ecological Resources	No Impacts - Since this is No-Build Option.	Likely Impacts - Any alignment in the corridor would involve in-stream work that would require a Section 404 permit from USACE, a Section 401 Water Quality Certification from Ohio EPA, and Scenic River coordination with ODNR. Two small wetlands also found within the corridor that may be impacted.	Likely Impacts - Any alignment in the corridor would involve in-stream work that would require a Section 404 permit from USACE, a Section 401 Water Quality Certification from Ohio EPA, and Scenic River coordination with ODNR. A potential regulated ditch is also found within the corridor along the western side of the corridor.	No impacts from No-Build; Likely impacts from both build alternatives given the scope of the project involving in-stream work and new bridge construction.
Environmental Site Assessments	No Impacts - Since this is No-Build Option.	Potential Impacts - There are two small potential ESA sites (#6 & #8) located between the former Miami-Erie Canal and the River.	Potential Impacts - There is a large potential ESA site (#11) within the corridor associated with the Campbell's Soup facility.	No impacts from No-Build; Potential impacts from both of the build alternatives.	
Community Elements	Connectivity to Highway System	No Improvement - The No-Build does not enhance highway connections.	Substantial Benefit - Provides direct connection to the US 6/24 interchange via Industrial Drive Corridor.	Some Benefit - Provides some benefit in connectivity, however there is no direct access to US 6/24 as Executive Avenue does not have interchange and several local roads would be used to access US 6/24.	No-Build provides no improvement while the Industrial Drive Corridor provides a substantial benefit given the direct connection to the US 6/24 interchange.
	Reduce Downtown Traffic Congestion & Enhance Safety	Negative Impact - The No-Build does nothing to reduce congestion and enhance safety, and no action will actually degrade conditions further in future.	Substantial Benefit - Provides largest capture of truck and vehicular traffic from the existing SR 108 Bridge and improves existing bridge LOS on Opening Day to a LOS C.	Some Benefit - Provides some benefit in capturing traffic from the existing SR 108 Bridge; however the lack of direct access to US 6/24 does not allow for as much of captured traffic as Industrial Drive.	No-Build provides negative impact as no action will actually degrade as traffic grows; Industrial Drive provides substantial benefit in reducing delays/traffic.
	Enhance Emergency Response and Hospital Access	No Improvement - The No-Build does not enhance emergency response and hospital access.	Some Benefit - Provides some benefit to enhancing emergency responses and hospital access, especially if existing bridge blocked.	Some Benefit - Provides some benefit to enhancing emergency responses and hospital access, especially if existing bridge blocked.	No-Build provides no improvement; both build alternatives provide some benefit.
	Right-of-Way and Property Impacts	No Impacts - The No-Build does not impact properties as no Right-of-Way is needed.	Likely Impacts - Corridor is new facility, and will require property acquisition. This alternative may require a total take of a residential parcel, however property owner has indicated desire to sell.	Likely Impacts - Corridor is new facility, and will require property acquisition.	No impact from No-Build; Impacts to properties will occur as roadway is a new facility on new alignment.
	Economic Development Benefits	Negative Impacts - The No-Build does not enhance highway connections.	Substantial Benefit - Provides direct link of south side of river at SR 110 northward to the US 6/24 interchange and corridors. This provides maximum transportation benefit for Campbell's Soup facility and other existing industrial sites and future development areas.	Some Benefit - Provides connection of developed areas on south side of river to those on north side of river. This alternative however does not have direct link to the US 6/24 interchange and corridors.	No-Build will lead to higher transportation costs to businesses and public as traffic congestion increases. Industrial Drive would provide substantial benefit given direct link to US 6/24 interchange and traffic reductions.
Construction	Costs	No Costs for this is a No-Build Option.	\$ 15.0 Million	\$ 19.4 Million	Enterprise Avenue alternative is considerably higher cost than Industrial Drive alternative due to a significantly longer project length and a substantial cost to relocate an existing electric transmission line over the Maumee River.
	Constructability	No Constructability Issues as this is a No-Build Option.	Moderate Constructability Issues - Maumee River is typically less than 10' deep at this location; minor utility impacts; barges will be required to construct bridge; borrow for embankments close to site; no fill required in river; well established bridge & road construction methods required; MOT will require one-way traffic maintenance.	Moderate Constructability Issues - Maumee River is typically less than 10' deep at this location; major power utility relocation over river; barges will be required to construct bridge; borrow for embankments close to site; no fill required in river; well established bridge & road construction methods required; MOT will require one-way traffic maintenance.	Enterprise Avenue Alternative somewhat more complex to build due to longer bridge and major power utility relocation over river required.

Legend

  Provides Substantial Benefit Relative to Purpose and Need and/or Will Not Negatively Impact Environmental Resource

  Provides Some Benefit Relative to Purpose and Need and/or Has Potential to Negatively Impact Environmental Resource

  Provides No Benefit Relative to Purpose and Need and/or Will Likely Negatively Impact Environmental Resource



**Station 5**

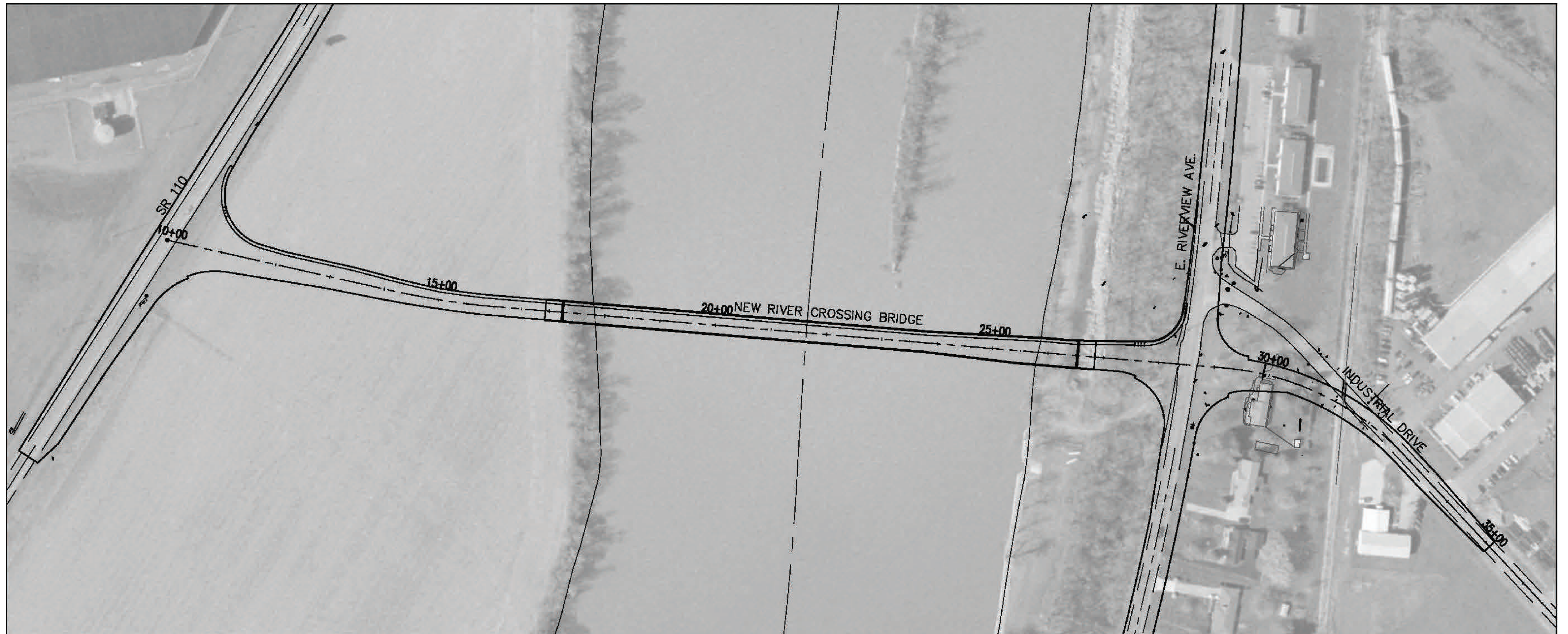
**Preferred**

**Alternative**

**Corridor**



# Preferred Alternative Concept





## Next Steps/Schedule

A public meeting will be held to present the results of the Feasibility Study recommended Preferred Alternative to the public and solicit input on the recommendation. The Feasibility Study will then be finalized and the project will move into preliminary engineering and environmental study.

**The anticipated schedule for key milestone dates of the project includes the following items:**

- 1) Finalization of Feasibility Study & Preferred Alternative Corridor – November 2013;
- 2) Public Involvement Meeting on Preferred Alternative (December 16, 2013)
- 3) Environmental Document – May 2014
- 4) Detailed Design Completed\* – June 2015;
- 5) ROW Acquisition Finalized\* – October 2015;
- 6) Final Plans Submitted to Central Office\* – October 2015;
- 7) Sale Date\* – January 2016;
- 8) Start Construction\* – March 2016

\*These steps/phases are pending available funding.



**Comments**



## 11.0 MEDIA COVERAGE/ARTICLES

In regards to actual media coverage during the conducting of the public meeting, both the *Northwest Signal* and the *Crescent-News* local newspapers were in attendance. Reporters were present for the majority of the meeting and also stayed after the formal presentation to interview staff and ask questions for their articles. Articles appeared in each newspaper and are provided on the next two pages.



# Input is sought on bridge

By JEN LAZENBY  
NWS Asst. Editor

A public meeting was held Monday evening to receive feedback on the preferred alternative for a new Maumee River bridge in Napoleon.

The planning for a second river bridge in the city began in 2002 and a public meeting was held in 2004 to seek public input on four potential locations for the new bridge. Based on the input from that meeting, two of those options were explored further - extending Industrial Drive to the south to cross the river and connect at State Route 110 and extending Enterprise Drive (Road 12) to the south side of the river. The Industrial Drive corridor has since been determined as the preferred route for the proposed bridge,

and the meeting on Monday was held to receive public comments on that route.

Patrick Etchie, chief planner/grant strategist for the Mannik Smith Group, presented an overview of the project and explained the original discussions in 2002 centered on having a second bridge built before the State Route 108 bridge was demolished and rebuilt.

However, Henry County Engineer Tim Schumm said there wasn't enough time.

"Essentially, the (Rte.) 108 bridge was in such poor condition that they couldn't wait that long to build a new bridge," he said.

The project slowed after

See BRIDGE on page 2



Photo by JEN LAZENBY

A public meeting was held Monday evening to receive input the preferred alternative route for a second Maumee River Bridge in Napoleon. The proposed route is Industrial Drive to State Route 110. Above, Randy Puckett (left), manager of services and utilities at the Campbell Soup Supply Co., and Pat McColley of the Henry County Engineer's Office, discuss the proposed project.

## Bridge

Continued from page 1

that, although planning efforts continued through approximately 2010, when it was put on hold due to the recession and lack of funding. In 2012, the Henry County Transportation Improvement District was formed, and work on the project picked up again as grant funds were received.

Etchie explained there were multiple reasons why the Industrial Drive location was chosen as the preferred route, including the fact that, in addition to being the most direct connection to the industrial areas, it also connects to the U.S. Route 6/24 interchange. Also, the construction costs for the Industrial Drive location - approximately \$15 million - are lower than the estimated \$19.4 million for the Enterprise Avenue location. The increased cost is due to a wider river crossing at the Enterprise Avenue location and more of the surrounding area is a floodplain. Furthermore, the Industrial Drive location is estimated to draw the most traffic away from the Rte. 108 bridge.

"The feasibility study recommended the Industrial Drive corridor as the preferred," he said.

Overall, there are numerous reasons the second bridge is being sought.

"It's basically to get a more direct link between the industrial areas, improve the access for future developments, reduce the crashes ... that are occurring on the sur-

rounding roadways and improve the life of the downtown bridge," Etchie said. Also, the second bridge would increase access to Rte. 24 and reduce traffic, especially trucks, traveling through the city.

Public comments will continue to be accepted through Dec. 30 and can be mailed to Etchie at 1800 Indian Wood Circle, Maumee, OH 43537 or e-mailed to [petchie@manniksmithgroup.com](mailto:petchie@manniksmithgroup.com).

The tentative project schedule includes environmental studies by May 2014, with the final design being completed by June 2015, right-of-way acquisition in October 2015, final plans submitted to the Ohio Department of Transportation by October 2015 and construction in 2016. However, the timeline is subject to change, especially in regards to funding.

"There is no funding yet secured for building the bridge," Etchie said. "It depends on what type of funding is found for the project as it moves forward."

Pat McColley of the Henry County Engineer's Office said they have been talking to the state infrastructure bank regarding a loan and have also applied for TRAC funds several times.

"A lot of times, they don't want to fund a project until they're at a more shovel-ready phase," he said. "I think once we approach a shovel-ready phase, the funding becomes a lot easier."

E-mail comments to [jenl@northwestsignal.net](mailto:jenl@northwestsignal.net).





Bethany Rayle/C-N Photo

Patrick McColley (left) of the Henry County engineer's office, talks with Randy Puckett of Campbell's Soup Co., in a public forum Monday at Industrial Drive in Napoleon about the proposed Maumee River crossing.

# River crossing details

Public hearing held regarding proposed new bridge in Napoleon

By BETHANY RAYLE  
 @erbethanyrayle  
 rayle@crecident-news.com

**N**APOLEON — Representatives with The Mannik and Smith Group Inc., Maumee, and the Henry County engineer's office presented residents, businessmen, and city and county officials, with an update on the preferred alternative for a new Maumee River crossing in Napoleon during a public forum Monday.

A formal presentation was given by Patrick Etchie of The Mannik and Smith Group which included a brief history of the project as well as projected time line for the project.

"The purpose (of the proposed crossing) ... is just basically to get a more direct line between the industrial area, improve the access for future developments, reduce the crash history that's occurring on the surrounding roadways and improve the life of the downtown bridge," he said. "The idea is to connect directly to U.S. 24 and Ohio 110 to go across the river."

According to Etchie, dis-

cussion about building a second river crossing in Napoleon has been ongoing for a little more than a decade.

"It started back in 2002 when the local officials got together to discuss a new river crossing," he said. "At the time the thought was to get it built before the new (Ohio 108) bridge downtown went in."

He said two alternative crossings were proposed in 2004 and that a majority of people favored a crossing at Industrial Drive over a crossing at Enterprise Drive.

According to Etchie, the plans for a crossing went on

• **NAPOLEON**, Page A8

## NAPOLEON

From Page A1

hold in 2010-11.

"We hit the recession. There wasn't any funding for the project so it just kind of sat there dormant for a while," he said.

The project was revived when, in 2012, the Henry County Transportation Improvement District was formed and contracted to have the feasibility study updated, which was approved this fall.

The estimated cost of the preferred alternative at Industrial Drive is \$15 million while the estimated cost of constructing a crossing at Enterprise Drive is \$19 million.

Etchie said the estimate is higher for the Enterprise Drive alternative due to the river being wider at that location and the flood plains having a larger impact.

According to Etchie, four crossing sites were looked at initially including Glenwood Avenue; the site of the abandoned railroad bridge between County Road 424 and Ohio 110; Henry County Road 12 (Enterprise Drive); and Industrial Drive.

Under the tentative schedule, detailed design on the crossing would be completed in June 2015 with final plans submitted

to the Ohio Department of Transportation by October 2015. Under that timeline, construction would get underway in June 2016.

Etchie noted that the plans are tentative as funding for the bridge has not been secured yet.

Questions about the funding for the bridge were brought up during a brief question-and-answer session.

"It really seems that the project will go forward if it's funded but if it's not it won't, so has there been any progress toward the funding?" asked Randy Puckett, a representative of Campbell's Soup and Supply Co.

"We've been talking with the state infrastructure bank ... so some of the (funding) could be from that," explained Patrick McColley with the Henry County engineer's office. "We've also gone to TRAC (Transportation Review Advisory Council) a couple of times."

He noted that TRAC typically doesn't like to award funds until projects are at a "shovel-ready phase" due to the possibility of other pieces of the project falling through.

"I think once we approach the shovel-ready phase the funding becomes a lot easier (to obtain)," said McColley. "Especially with a project

of this magnitude."

Rich Bretz, a representative of The Mannik and Smith Group, noted that there are three major bridge crossings projects that may be done close together including this project and the replacement of the Ohio 109 bridge in Henry County and a bridge in Waterville.

"Each one is kind of happening right now and all for different reasons," said Bretz. "And Defiance just announced they're going to be replacing a river crossing there now."

When asked about whether a noise issue for residents has been considered, Bretz said a noise study will be conducted.

"If (the noise levels) are too excessive then that has to be mitigated," he said. "But until that's done you don't really know."

Etchie said right now the next step is to look at the detailed design and gather more environmental documentation.

Comments regarding the river crossing are encouraged and should be submitted to The Mannik and Smith Group Inc., attention Patrick Etchie, 1800 Indian Wood Circle, Maumee, Ohio 43537; via fax at 419-891-1595; or emailed to petchie@mannikandsmithgroup.com. Comments should be returned by Dec. 30.